

RAILWAY

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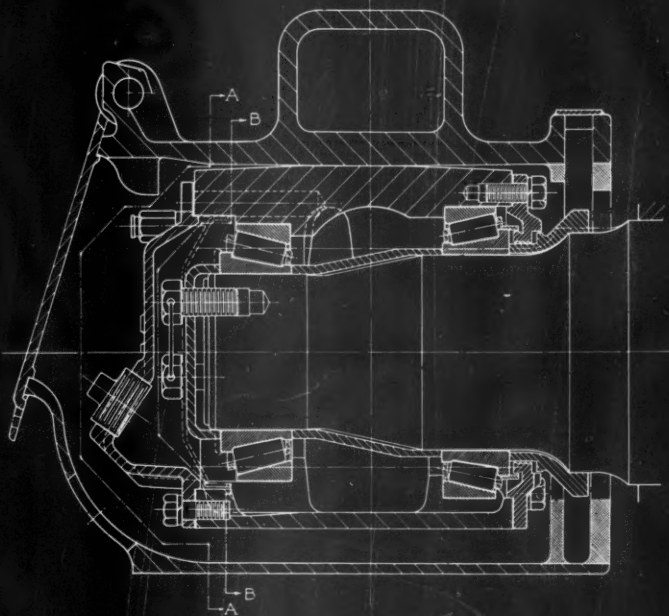
OCTOBER 18, 1947

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AGE



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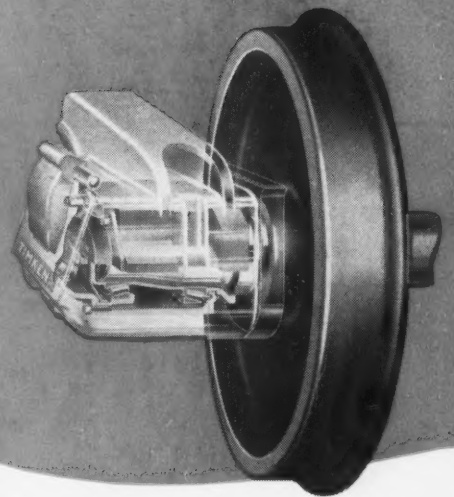
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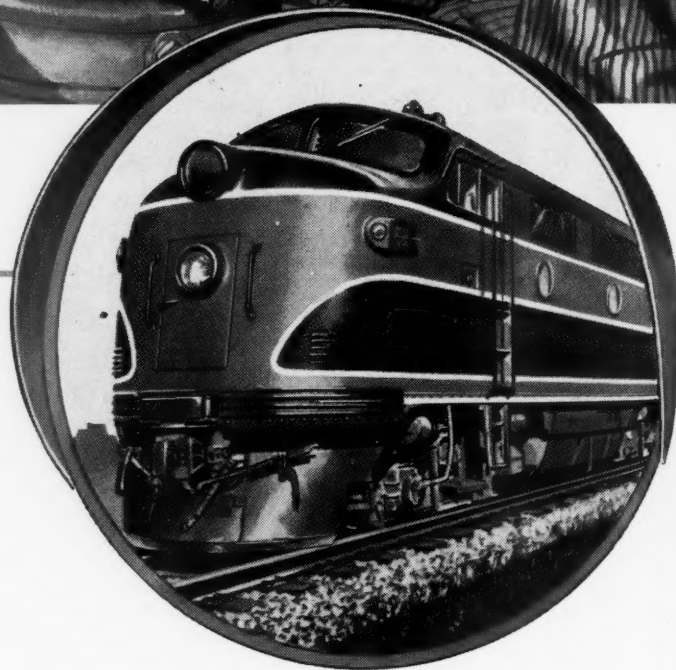
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The Week at a Glance

NEW LEAF: The Interstate Commerce Commission's approval of the interim "emergency" freight rate increase has not cleared away all of the railroads' difficulties. In fact, according to the commission's statisticians the additional revenues therefrom during the rest of 1947 will not even offset the higher costs to be incurred in that period as a result of wage rate and supply price boosts that have occurred since June 30—of which the non-op wage rise is the principal item. (These calculations appear in the latest "Monthly Comment," reviewed in this issue on page 65.) But there is, nevertheless, to use A. A. R. President Faricy's word for it, something extraordinarily heartening about the commission's action. In a spectacular and overdue reversal of policy the commission has recognized that its adequate discharge of its responsibilities to the railroads and to the public requires *prompt* action when the railroads' costs are so abruptly hiked.

CAUSE FOR CONFIDENCE: Our leading editorial this week analyzes the effect on the railroads (and on their employees and the communities they serve) of this welcome and significant change in regulatory policy. In the light of past experience—so recently as last year, in fact, when the offsetting rate increase did not operate until a year after the wage rise that made it critically needed—the railroads had no recourse but to curtail their expenditures in every possible way, even to the point of deferring essential work and furloughing essential men, in order to conserve their dwindling resources while the arbiters of their destiny postponed action to bring about better revenues. But last year's precedent has been broken. By its commendably prompt recognition of the railroads' immediate necessities the commission has given cause for confidence that it will, in a reasonable time, approve a satisfactory permanent upward adjustment in freight rates. The railroads, therefore, can proceed now to use their available funds to carry on the improvements and enlargements of their facilities that are so urgently needed.

A 48-HOUR LIMIT: Service Order 778 (the scope of which is fully reported in our news pages) sets a new mark for far-reaching effect in peacetime regulatory-agency action applying to the car service operations of the railroads. Its terms make each railroad and its operating officers responsible for the prompt movement of freight cars, requiring, in effect, a satisfactory explanation if any freight car is held standing anywhere on the railroad for more than 48 hours.

MAKING MEN COUNT: When railroads, or other industries, provide the best and most modern mechanical tools with which work can be done they are taking only one of the steps essential to the accomplishment of the sustained efficient performance of their part in the national economic structure. Equally important, said this paper's managing editor in an address

in Chicago last month (the basis of the article on page 53 this week), is the enlistment of the interest and the understanding of the employees who must use these tools in achieving the best results that can be obtained from them. The employee needs to be treated as an individual, as a human being, as a responsible factor in the success of the undertaking on which his own welfare depends along with that of the employer.

PROPOSING A PROGRAM: In an address at the recent Associated Traffic Clubs meeting Sidney L. Miller drew the broad outlines, as he sees them, of a new National Transportation Act, indicating weaknesses in existing legislation and stressing the significance of the results of the so-called Lea questionnaire in the development of a more effective substitute. These views are set forth in an article in this issue. Not the least important weakness in existing statutes is in the field of labor relations, this authority observes, particularly in the provision of machinery for the adjustment of disputes and the enforcement of decisions.

SAFETY SESSION: Speakers at last week's meeting in Chicago of the Railroad section (its new name) of the National Safety Council agreed in the emphasis they put on one factor in the railroads' endeavors to attain better-than-ever accident-prevention records. Alert, understanding supervisors who employ the basic qualities of leadership, they declared—their remarks are summarized on page 66—are beyond all others the essential element in the achievement of these goals.

REED WAITS: Senator Clyde Reed this week made public a letter from I. C. C. Chairman Aitchison to the Supreme Court which invites the court to refer back to the commission, for reconsideration in the light of recent events, the Rock Island reorganization plan about which there has been so much litigation. Seeing in this action a reversal of commission policy with respect to its treatment of roads in bankruptcy proceedings, the Kansas senator is holding up the probe of commission practices which he had scheduled. Our news columns indicate, however, that he may go ahead with the investigation when Ex Parte 166 demands less of the commission's time, and if there is no softening meanwhile in the agency's attitude toward equity holders of roads going through the wringer.

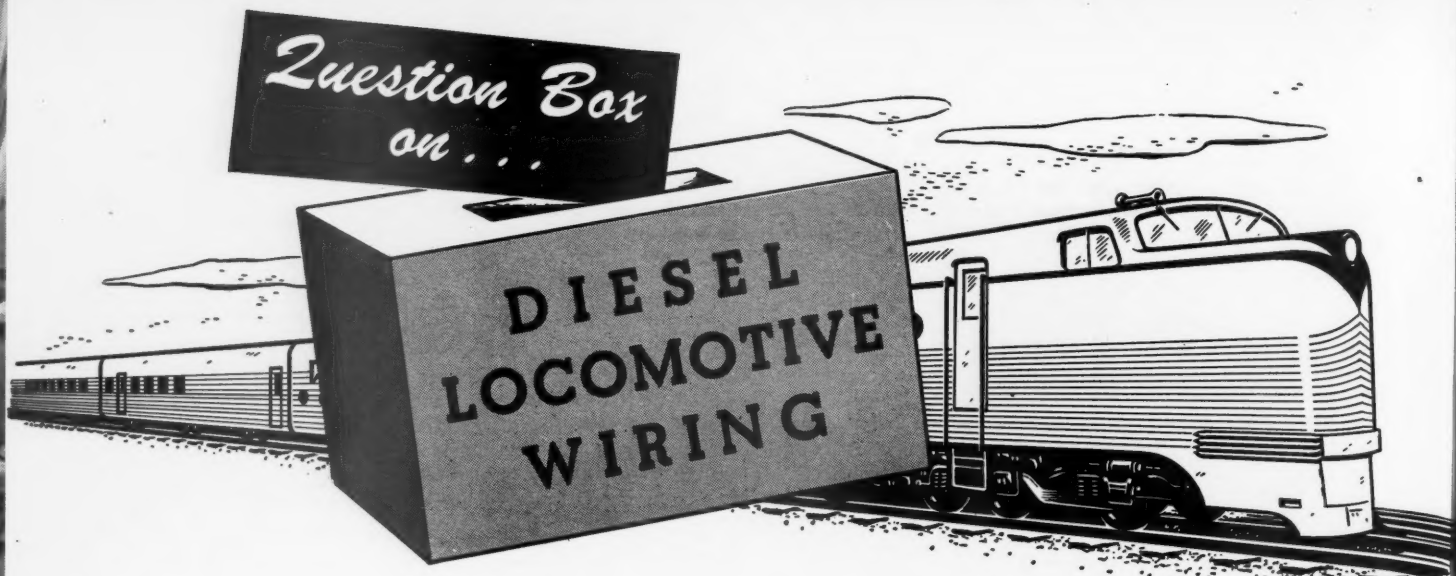
IN BRIEF: The best 1946 annual report of an American corporation was that of the Missouri-Kansas-Texas, according to judges picking the Financial World award winners. . . . Hearing dates have been set for Ex Parte 166. . . . The U. P. is putting Timken bearings on 500 more stock cars. . . . The commission's report on a recent collision makes much of the fact a Diesel "fireman" has work to do other than sitting on a cushion checking the engineman's eye for signals.

SPANG NEW STATION: The Erie is demonstrating at Akron that modern, convenient and attractive arrangements for the accommodation of patrons of railroad passenger service pay off in the form of more patronage. An illustrated article in this issue describes the new station opened in that city last summer, and emphasizes the "marked increase" in the Erie's passenger business at Akron since then. No attempt was made to rival the splendors of Imperial Rome, or even of a downtown movie "palace," in laying out the new structure; the emphasis, instead, was on simplicity, good taste, easy maintenance, and cheerful, comfortable, practical appointments.

DAMAGE-PROOFER: Load-securing devices developed on the Pennsylvania have proved out in tests as a means practically to eliminate in-transit damage resulting from shifting lading in merchandise cars. An ingenious combination of swinging gates with upper and lower sections, attached to the sides of the car, and of sectional shelves attached to the lower gates, all permanently fitted, the installation is described in an article on page 58. In tests of the equipment in 60-ft. box cars it was found that such cars averaged three times the 1946 system-average l.c.l. load.

OLD CARS SLOW NEW ONES: Old freight cars are likely to be with us for a long time, the Car Department Officers' convention was told last month, so it would be worth the railroads' while to tune the old cars up to modern speed and service requirements. Only if their wheels, trucks, brake rigging and draft gears are brought up to present standards can the new cars that have to be used with them produce the transportation service designed and built into them. This theme is developed in a committee report abstracted in this issue.

FINANCE FUNDAMENTALS: Speaking at the convention last week of the A. R. R. Treasury Division (the subject of a report on page 55 herein), Mr. Faricy put his finger on a point that seems too frequently to get buried under the waves of comment and criticism in which railroads appear to be fated to function. It is a point that adherents to one variety of political philosophy always ignore, because to call attention to it is to call attention to the vital place the railroads occupy in the defense of the American private enterprise system against the invasion of that alien philosophy they espouse. But it is a point that believers in the economic and social institutions that have enabled this nation to grow cannot afford to lose sight of. The railroads must make enough money either (1) to pay outright for the improvements that will produce the better service the public has a right to demand or (2) to encourage investors in search of stable profits to supply funds with which to pay for them. The railroads must do this, that is, if they are not to become the first industry here to be taken over by the totalitarians.



Q. Where on a diesel electric locomotive is the choice of correct wiring important?

A. *In wires to be used in generator leads and motor leads, in power jumpers and control jumpers, in lighting systems, in lines to headlights, on controllers and as cab signal wiring.*

Q. What three properties are in particular demand in wires and cables for these services?

A. **OIL RESISTANCE**

NON-FLAMMABILITY

PROTECTION FROM MECHANICAL DAMAGE

Q. What cable possesses these to an unusually high degree?

A. **OKONITE-OKOPRENE CABLE**

Q. What are the two main components of this cable?

A. *OKONITE insulation is the original 30% (by weight) mineral base rubber insulation made with wild up-river fine Para rubber. OKOPRENE, for coverings and sheaths, is an Okonite-developed neoprene compound.*

Q. What other characteristics has Okonite insulation?

A. *An exceptionally long service life. Ability to retain its high tensile strength and elasticity. High electrical values.*

Q. How does this cable perform when oil is sprayed out within the locomotive or dropped from the diesel itself?

A. *The Okoprene coverings, when exposed to the solvent action of petroleum products, protect the wire insulation from swelling or softening. Tough, wear-resistant Okoprene sheaths retain their full mechanical strength after such exposure.*

Q. Do Okoprene coverings support combustion?

A. *No. When tested in accordance with flame tests of Underwriters' Laboratories, Inc., Okoprene coverings meet all requirements. With Okoprene-protected cables, fire cannot be communicated along the cables.*

Q. What other characteristics have Okoprene coverings?

A. *When subjected to moisture, they will not rot or deteriorate. They are chemical resistant. They have no saturating compounds to erode or flake off. They give added electrical protection, as Okoprene is itself an insulating material.*

Q. Where can I learn more about Okonite cables for diesel electric locomotive service or other railroad communication, lighting, signaling or roundhouse applications?

A. *By discussing your needs with an Okonite representative. You'll find that he speaks the railroad man's language. You can get in touch with him by writing to The Okonite Company, Passaic, N. J.*



RAILWAY AGE

Regulatory Policy Toward the Railroads Has Begun to Face the Facts

Public policy toward the railroad industry last week took a constructive turn of which it would be hard indeed to overemphasize the importance and the public benefit. The Interstate Commerce Commission on October 7 granted the railroads an "interim" rate increase sufficient to meet the costs of higher wages, and took this action only about five weeks after the wage increase itself took effect, thereby correcting the most disastrous failure to date in government treatment of the railroad industry—namely, its policy of "too little and too late" in permitting the industry to adjust its charges to conform to increased costs.

Last Year's Disastrous Delay

Just contrast what the Interstate Commerce Commission did last week to its behavior in approximately similar circumstances last year. By far the larger part of the 1946 wage increases were retroactive to January 1 of that year. On April 15, 1946, the railroads sought rate increases, but two-and-a-half months elapsed before even an "interim" increase was authorized, and this (only 6 per cent) fell far short of meeting the increase in wage costs. Real relief for the 1946 wage increases came only with the freight rate increases made effective on January 1, 1947. There was, in other words, a lag of a whole year between increases in labor costs and compensatory advances in rates. This year, the lag was reduced to five weeks. How important promptness in such adjustments is may be seen from the fact that the railroads in 1946 would have earned \$550 million more revenue than they actually did earn, if average rates and fares throughout 1946 had been the same as the averages in the first half of 1947.

The regulatory policy of "too little and too late," in other words, cost the railroads over a half-billion dollars in net earnings in 1946—so the evidence that this policy has now been abandoned is as heartening a development as anyone zealous for the continuance of a progressive railroad industry under free enterprise could hope for. There are thousands of railroad employees who may now look forward with reasonable security to the continuance of their jobs who—whether they realized it or not—would inevitably have been

furloughed if the Interstate Commerce Commission had in 1947 repeated the disastrous delay between the wage increases and compensatory rate adjustments which it inflicted upon the railroads in 1946. With these furloughs would have gone a parallel decline in business activity in all "railroad towns," and a decline in employment in the industries supplying railroad materials and supplies.

Worst of all, from the standpoint of the national interest, would have been the curtailment of the means necessary to enable the railroads to continue their valiant effort to bring their plant and service abreast with the public need—after a decade of poverty-stricken inactivity in the Thirties and of labor and materials shortages during the war. The necessity for such ruinous retrenchment has now been postponed—and the danger will be completely dissipated if the commission will attend to the "permanent" rate case (Ex Parte 166) with the same responsible dispatch which it has accorded to this "interim" application.

Railway Purchases Vary with Earnings

The best measure of the railroads' activity in maintaining their property and improving it is the volume of their purchases from manufacturers. It is an empirical fact observed by this paper for more than 25 years that such purchases fluctuate with, and are somewhat greater than, net railway operating income. The facts are set forth in the following table:

Period	Avg. Annual Net Op. Income (000)	Avg. Annual Expenditures for Equipment & Mate- rials (Excl. Fuel) (000)	Ratio of Expenditures to Net Op. Income
1921-30	\$1,017,378	\$1,539,361	1.51
1931-40	520,507	617,612	1.19
1941-46	1,069,532	1,302,580	1.22

It follows from such figures that those who desire adequate and efficient railroad service, as well as those who look to the railroads for their indispensable contribution to employment and prosperity in other industry, must be highly concerned with the volume of net earnings the railroads are permitted to earn. They must rejoice when these earnings are adequate and chagrined when a bungling regulatory policy depresses them out of all reason, as happened in 1946.

Last week's "interim" rate decision does not solve all the railroads' problems. It merely offsets the recent wage increases. The industry's net earnings were already too low before these wage increases were granted. The formal case, Ex Parte 166, for permanent increases necessary to cover *all* the increases in costs must now be pressed forward to a swift and realistic conclusion. Nevertheless, all concerned must take heart—because, surely, the Interstate Commerce Commission which has, at last, awakened to the need for vigorous action to meet rises in costs which occur suddenly (i. e., wage increases) will not be oblivious to other rises in costs, which are not less burdensome for occurring more gradually.

Annual Needs \$1.5 Billion

The railroads need to earn annually about \$1,500,000,000 of net railway operating income (i. e., net after taxes)—not to satisfy their selfish wishes, which might aim at a larger total, but to give them the funds and the credit without which they cannot be expected to keep their facilities abreast of the needs of the nation for adequate transportation. This estimate is derived from actual experience. In the decade ended 1930, a period of prolonged business activity, the railroads earned net railway operating income averaging slightly more than one billion dollars annually. They kept their facilities fully abreast of traffic demands in that period and increased their total investment in road and equipment by \$6 billion. Experience demonstrated, that is, that one billion dollars of average annual net railway operating income—under the prices and other conditions prevailing in the Twenties—was sufficient to keep the railroads progressive and abreast of all demands for their service. In the decade ended 1940 net railway operating income averaged only a little more than half a billion dollars annually, and total investment in railroad facilities actually declined about \$400 million in the ten years.

As a consequence of the inactivity in improvement in the Thirties, when the war came and the country's productive capacity again became fully active as it had been in the 1920's, the country suffered from a scarcity of railroad facilities; it suffered, i. e., because the railroads' means and incentive throughout the decade of the 1930's had been insufficient to permit normal additions and improvements to their plant. If it had not been for the practically miraculous system of war-time control of the use of freight cars which the railroads perfected in collaboration with the military authorities and the organized shippers, they just could not have moved the war-load of traffic. Victory would have come much more slowly than it did, and it might not have come at all. The shortage of railroad capacity today is directly chargeable to the impoverishment which the industry suffered in the Thirties.

In the years 1941-1946, railroad earnings improved. Net railway operating income again averaged slightly more than a billion dollars annually, as it had in the Twenties, and improvements and additions to railroad plant were resumed on a comparatively large scale—but, because of the scarcity of labor and materials, they did not attain the magnitude of the 1920's, when expenditures for additions and betterments averaged

\$773 million annually. Such expenditures fell to only \$276 million annually in the 1930's. They rose to an annual average of \$536 million in the seven years 1940-46. In the meantime, the purchasing power of the dollar in wages and materials—which are the components of all physical improvements—has greatly declined. Average hourly wages on the railroads are double what they were in 1929 and the index of prices of metals and metal products is 42 per cent higher than in 1929.

It took a billion dollars annually of net earnings to keep railroad improvements going at the satisfactory rate of the 1920's. At present prices of labor and materials, it would certainly require earnings not less than 50 per cent higher, in dollars, to finance improvement at the physical volume of the 1920's. And this estimate of the railroads' need for funds to finance continuing modernization takes no account at all of the "catching up" which should be done to make up for the absence of any net increase whatever in plant investment in the dismal Thirties. Thus, if there is any error in the estimate of \$1½ billion as the railroads' need *in the public interest* for annual net earnings, the error lies in understatement rather than the contrary.

A Sound Basis for Spending Now

One and a half billions of net railway operating income a year is an average of \$125 million per month. In the first seven months of 1947, net railway operating income *with the current wage increases not yet in effect* averaged only \$75 million monthly—or 40 per cent less than the amount necessary in the public interest. The wage increase awarded to the non-operating employees effective September 1 will cost the railroads an additional \$39 million monthly. If a similar increase should be awarded to the operating employees, the additional monthly cost would rise another \$12 million—leaving out of all account any of the costly rule changes which the operating unions are demanding. These wage increases, actual or reasonably probable, would be sufficient—in themselves—to reduce net railway operating income from the meager \$75 million monthly average earned in January-July this year to \$24 million, and increased costs of fuel and materials in the past four months have been sufficient to reduce the net earnings by at least another \$12 million. Practically speaking, therefore, increased wages and materials costs—actual or in early prospect—have just about canceled out net earnings entirely.

The railroads need, therefore, enough additional gross income to provide them with \$1½ billion of vanished net earnings, plus an allowance for increased income taxation and a "cushion" to absorb further prospective increases in the prices of materials. The rate increase petition, Ex Parte 166, as amended, now pending before the Interstate Commerce Commission, asks for rate changes which would yield an additional \$1,873 million on the basis of the 1947 volume of traffic, which is surely no greater than necessary reasonably to assure \$1½ billion of net railway operating income. Of this \$1,873 million, approximately one-third (slightly more than \$600 million) was authorized in last week's "interim" decision.

This \$600 million is enough to drive the wolf away from the door—but not enough to induce private investors to revive their interest and enthusiasm for entrusting more of their money to the railroad industry. With the reassurance and ready cash which this interim increase provides, however, the railroads can go ahead with their programs of improvement and enlarged maintenance activities—drawing as necessary on their “nest-egg” of war earnings to meet the temporary deficiencies. They have been given cause for reasonable confidence that the regulatory machinery in due course will arrive at a satisfactory figure for the permanent increase they seek and, in the public interest, must have.

“To Make the Job Bigger . . .”

“To make the job bigger for you” is an informal slogan of the Associated Traffic Clubs Foundation which set in motion a fund-raising campaign at the annual meeting of the Associated Traffic Clubs of America in Baltimore last week. Incorporated in the latter part of 1945 as a non-profit corporation, sponsored and backed by A.T.C., the foundation has as its object, stated in its articles of incorporation, “the development of public appreciation of the value, responsibility, and integrity of traffic administration . . . and the traffic man’s responsibility to the general welfare of industry, carriers and the public through the efficient use of all types of transportation.”

The foundation, of which President Ralph Budd of the Burlington serves as one of three trustees, presented to the presidents of 158 A.T.C. member and associated traffic clubs, on October 6, a program for garnering the money which will be necessary if it is to carry out its purpose of educating top management of industry and commerce in the importance of good traffic management and traffic managers, through the use of magazine advertising, booklets, prepared publicity articles and speeches. The local presidents will be expected to work for the goal of 100 per cent participation by club members in a special gift solicitation, set at an average level of \$10, with much higher subscriptions by those who can afford them. This campaign, it is hoped, will be completed in November.

The second phase of the financial program is to seek the aid of some 8,000 carriers, suppliers and other firms with an interest in transportation. To this appeal for funds, the railroads—which, it is believed at this stage, will be asked to contribute as individuals—will likely respond in conformity with their views on (1) the importance of making good traffic men important in industry’s affairs and (2) the probable efficiency of the foundation’s program in accomplishing that end.

It can be reported at this point that a number of railroaders in high places believe it to be of the utmost importance that their customers be well-trained and wise men admitted to the top-policy councils of industry. Men of such caliber not only tend to be fairer and more broad-minded in their dealings with the carriers, but they can often give them tangible help in the performance of transportation service. This was well illustrated during the war, when industrial traffic men of influence

moved company heads to give personal attention to accomplishing faster handling and heavier loading of railroad cars. Men of small standing could never have effected such “interference” with plant procedures.

How the Railroads Can Improve the Car Supply

The intensive efforts now being made by builders to construct—and railroads to install—new freight cars are highly important, but constitute only a partial solution of the problem of providing equipment adequate for the freight tonnage to be hauled. Regardless of how many new cars it may be practicable to install, during the next 12 months, for example, freight trains will still have to be operated with a large proportion of older cars which need constantly increasing attention and maintenance.

More than one speaker at the recent annual meeting of the Car Department Officers’ Association in Chicago commented on the defective condition of many freight cars now being offered in interchange throughout the country, and asserted that a substantial percentage of them are unfit to render satisfactory service in the movement of commodities with which they may be loaded. Still another difficulty is the fact that many, if not most, of these cars are equipped with trucks, or have other conditions, which definitely reduce safe operating speeds. This has an adverse effect on service and also limits the potential earnings of modern motive power. One operating officer, for example, recently remarked that railroads in some instances find it difficult to justify installing as many Diesel road freight locomotives as they would like to because present freight cars limit train speeds and, hence, the mileage and earnings of this type of power.

It was strongly emphasized at this car men’s meeting that one of the best ways to secure improved service from freight cars is to do a more thorough job when present cars are on repair tracks, and to do a repair job adequate to assure that the cars will not only carry their next loads to destination but be in condition for a reasonable period of additional service thereafter without intermediate repairs. One way *not* to achieve this result is to place too much emphasis on the percentage of bad-order freight cars. Railway operating and mechanical officers are inclined to watch this figure as an index of car department efficiency, and reports as low as 1½ or even 1 per cent are by no means uncommon. When the “boss” overstresses such an index as this, there is placed upon local car supervisors and inspectors a great temptation to rush back into service every possible car which is safe to run, all for the sake of a “paper record” and more or less regardless of the car’s suitability for further loading.

With the urgent demand for increased speeds and better service to shippers, it is highly important that an organized effort be made to improve present equipment standards by concentrating attention on parts which now fail frequently and cause train delays; or, through inadequate design or maintenance, serve to make desired train speeds unobtainable.



Effective features of the street side of the station are its simple architectural lines, the large picture windows, the attractive main entrance and the convenient approach drive, with parking area. The bunting was placed for the opening ceremonies

New Erie Passenger Station Exhibits Modern Motif at Its Best

Structure at Akron, Ohio, is outstanding example of most recent developments in construction, incorporating colorful finishing materials and furnishings and latest conveniences for patrons

TAKE the latest in building materials and architectural design, combine them with the most recent developments in decorative treatment, interior lighting, and other appointments, blend all these into the form of a railroad passenger station of moderate size, adapted to the particular location—and you have the Erie's new station at Akron, Ohio, a point on the company's main line between New York and Chicago. A few of the features of this station include simple exterior lines, giving it the modern motif; a single large waiting

room, walled with structural glass, furnished with modernistic upholstered lounge chairs and settees, and dominated by four large picture windows; and a multitude of other comforts and conveniences for passengers, including a reversible escalator for carrying passengers between the track level and an overhead enclosed footbridge extending to the waiting room.

Formerly the Erie's passenger business at Akron was handled through the Union station which is owned jointly by the Pennsylvania and the Baltimore

& Ohio. Its decision to withdraw from this station and construct one of its own was motivated by the conviction, in the words of R. E. Woodruff, president, "that we could establish ourselves as a greater competitive factor and provide better service for this area," and "because we already owned this piece of land, which we feel is better located in relation to the downtown business section." That the citizens of Akron are appreciative of the new modern facility that has been placed at their disposal is indicated by the fact that the Erie's

passenger business at this point has shown a marked increase since the station was placed in service on July 16.

The new station is about five blocks south of the Union station, where it is conveniently situated with reference to the business district. The new structure fronts on South Broadway, a north-south thoroughfare, at a location between Buchtel avenue on the north and Exchange street on the south, the latter being carried across the railroad's tracks on an overhead bridge. The Erie's double-track main line extends through the city in a generally north-south direction, and in the vicinity of the new station the tracks are depressed somewhat below the street level. For this reason the new station, located between the tracks and South Broadway, was designed with a two-level layout, with the express, mail and baggage-handling facilities located on the lower level and all public rooms on the upper level, which is approximately at street elevation.

Access to and from trains is provided by a totally-enclosed footbridge extending from the waiting room out over adjacent tracks to a point over an island platform placed between the two main tracks. From the end of the footbridge an enclosed reversible escalator extends down to the platform in one direction, while a conventional stairway extends between the two levels in the other direction. A feature of the track layout is a Pullman track on which sleeping cars, operating in over-night service to Chicago, may be spotted so that passengers may enter them at convenient times. The assignment of a lay-over Pullman car for the Akron-Chicago service was newly inaugurated coincident with the opening of the new station. This track and several others are spanned by the footbridge, and a stairway from the latter is provided for the use of patrons moving to cars on the Pullman track.

An Attractive Facade

The station itself, set back 80 ft. from the street line of South Broadway, is substantially rectangular in plan, being 30 ft. wide and 80 ft. long. It is supported on concrete foundations extending to bed rock, while the walls are also of reinforced concrete up to the main-floor level. The floor of the lower level is of reinforced concrete on a rolled fill of sandy material, while the floor of the main level is of reinforced concrete carried on steel beams. Above the main-floor level the structure is of steel-frame and brick construction, with the roof structure consisting of steel trusses supporting a deck of lightweight concrete slabs covered with built-up roofing. All interior partitions on both levels are of hollow tile.

The walls of both ends of the new station above the main-floor level, and that on the track side, are faced with brick having a light buff color, while the exterior wall of the facade is veneered with a select-grade, smooth-finish, light grey Indiana limestone. In designing the exterior the primary consideration was to obtain simple but effective architectural lines so that the station would be in harmony with its surroundings and with modern streamlined equipment. Reflecting these objectives, the facade, while presenting a minimum of ornamentation, has a number of features that help to carry out the chosen motif. One of these is the fact that the parapet wall, from a high point at the center of the facade, is stepped downward in both directions on two successively lower levels. Another is that the central portion of the facade wall is set forward 8 in. from the end sections.

These features serve to direct attention to the main entrance doorway which is located in the center of the building. This opening, fitted with double plate-glass doors, with aluminum sash and trim, is protected with a cantilever-type marquee edged with aluminum. Directly above the marquee the word "Erie" appears in large aluminum letters. Downspouts for the station are of Armco Paint Grip metal, painted aluminum.

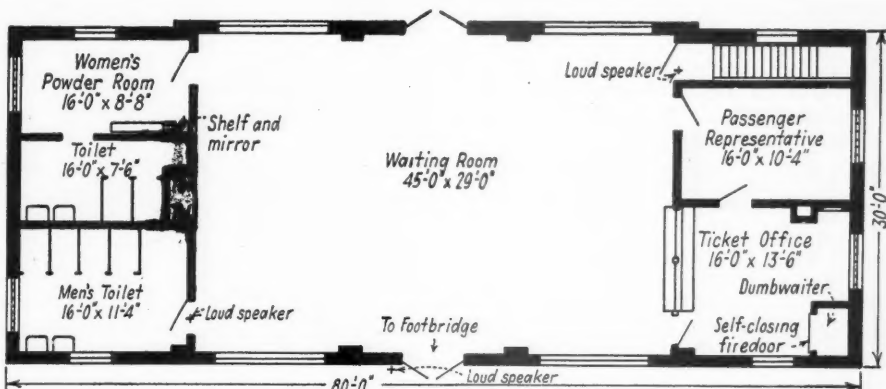
A curved, paved driveway, with both

ends connecting with South Broadway, gives access direct to the station entrance for street vehicles. Immediately in front of the station, across the drive, is a paved parking area for automobiles.

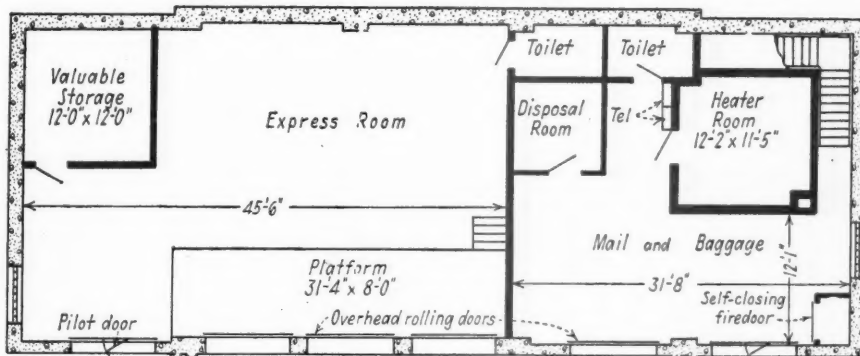
The central and dominant feature of the station interior is the single large waiting room which occupies its full width for a length of 45 ft. In the center of the west wall of this room is the main entrance doorway, while directly opposite in the east wall is the opening to the footbridge. At one end of the waiting room, and opening directly from it, are the toilet rooms for men and women, the latter including a powder room 8 ft. by 16 ft. in size. At this same end of the waiting room a number of telephone booths are recessed into the wall. The opening for the telephone recess is completely closed with appropriate material. At the opposite end are the ticket office, an office for the road's local passenger representative and, in one corner, a stair well leading to the lower level.

Waiting Room Outstanding

The waiting room is not only thoroughly modern and highly attractive in appearance, but gives ample evidence that the requirements of economy in maintenance were not overlooked in designing it. The overall aspect here is one that could only be achieved through

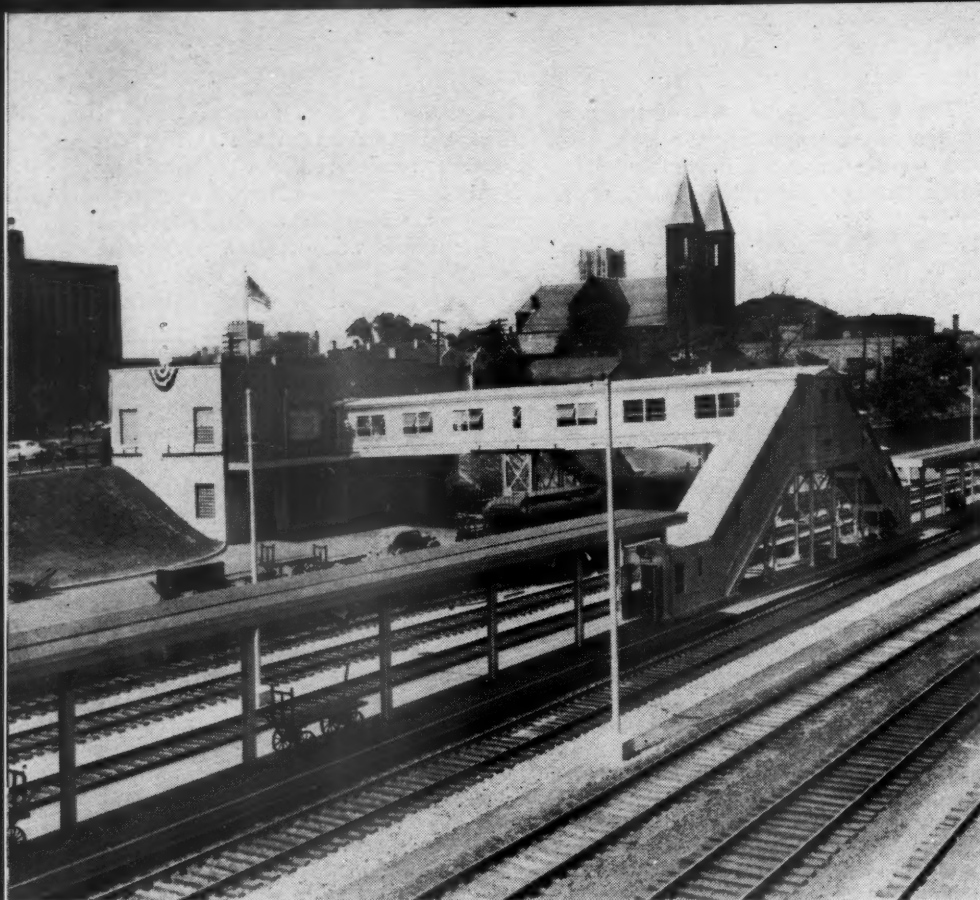


PLAN AT STREET LEVEL



PLAN AT LOWER LEVEL

Plans showing the arrangement of the main and lower levels of the new station



The two-level design of the station, the enclosed footbridge—with stairway and escalator at outer end—and the covered island platform, are shown in this view. Note sleeping car in position on Pullman track

the generous use of modern finishing materials and furnishings in a variety of attractive colors, enhanced by effective artificial and natural lighting. Particularly noteworthy is the fact that the walls, from base to ceiling, are covered with Carrara structural glass, furnished by the Pittsburgh Plate Glass Company, which is beige above a forest-green wainscot. This glass is $\frac{1}{4}$ in. thick and is applied against a backing of Johns-Manville Tempered Hard Board. Aside from its attractive appearance glass was chosen because of the ease with which it can be cleaned and its high resistance to damage or defacement.

To reduce noise the ceiling of the waiting room is finished in 12-in. by 12-in. squares of acoustical tile in a cream color. The floor has a $\frac{3}{4}$ -in. Kalman red-tinted wearing surface, without joints or separations of any kind, applied over the concrete slab. This wearing surface is of sufficient density to develop a guaranteed strength in compression of 9,000 lb. per sq. in. Interior doors opening from the waiting room, as well as those elsewhere on the main level, are of birch finished in a natural color. Like the main entrance the opening to the footbridge is fitted with double glass doors having aluminum sash and trim.

Enhancing the decorative effect of the waiting room, as well as that of the structure as a whole from the outside, are two large picture windows in both

the front and rear walls of that room. Fitted with aluminum sash and frames, these windows are each 10 ft. 6 in. wide and 6 ft. 6 in. high. The cream-colored venetian blinds with which they are equipped, in common with other windows in the track and facade sides of the building, add to their effect.

Artificial lighting in the waiting room is entirely of the fluorescent type from the ceiling. There are three rows of four lights each. Containing two 40-watt fixtures, each light is recessed into the ceiling and covered by a flush-type glass lens.

Unconventional Furnishings

The final touch in the waiting room that marks a complete break with conventional practice is found in the furnishings, which consist of a generous number of attractive Good Form tubular aluminum lounge chairs and settees upholstered with foam-rubber cushions covered with plastic-coated fabric in tan, green and maroon color, harmonizing with the color scheme of the station interior. These furnishings not only make a definite contribution to the attractive appearance of the room but they were also chosen with a view to assuring maximum comfort for passengers while waiting for trains. A number of aluminum sand-filled smoking stands, placed at convenient points around the room, add to its modern aspect. Heat for the waiting room

is provided by four American Radiator Multifin convectors, one of which is placed at each picture window.

In the lavatory rooms and the women's powder room, which are equipped with the latest fixtures and furnishings, the finishing materials are the same as those used in the waiting room. However, the color scheme for the walls consists of a black wainscot with ivory above. Carrying out this motif the toilet stalls are of $\frac{7}{8}$ -in. Carrara glass in an ivory color. The furnishings in the powder room are of the same type as those in the waiting room and, in addition, a plate-glass mirror of ample size has been provided here above a wall-mounted shelf. Artificial lighting in the rest rooms is also of the fluorescent type, which includes fixtures of special design over the powder-room mirror. The men's room and the powder room each have a glass-block window, located in the south wall of the building. Ultra-violet-ray lamps have been installed in the lavatories as an aid in promoting sanitary conditions.

In the ticket office and the passenger representative's office, both at the north end of the building, the decorative motif is the same as that in the waiting room except that the floors are covered with Johns-Manville marbleized asphalt-tile flooring, arranged in an attractive geometric pattern.

Informal Ticket Counter

The ticket counter is of the open type and was designed with a view to creating a more intimate and informal atmosphere between the ticket seller and patrons. There are two ticket windows, each enclosed with plate glass which not only has an opening at the counter level but also one higher up so that patrons may converse freely with railroad personnel behind the counter. The counter top is finished in natural oak which, in turn, is covered at each window with a glass deal plate.

Immediately adjacent to the ticket window is a Dutch door that not only provides access between the waiting room and the ticket office, but serves as a ready means for receiving hand baggage which may then be dispatched to the baggage room below by means of a mechanical lift. Orderliness and cleanliness in the ticket office are promoted by conveniently-arranged cabinets and racks for tickets and other materials, most of which are constructed of wood in a natural finish. Like the other rooms on the main level the ticket office and the passenger representative's office are lighted with fluorescent fixtures, and both of these rooms also have glass-block panels in their northerly walls. Heat for these rooms is provided by radiators controlled with Sylphon valves.

For convenience in imparting train and other information to passengers a Lafayette train-announcing system has been installed in the station, with the microphone and amplifier located in the ticket agent's office and loud-speakers arranged at strategic points throughout the station, footbridge and outside platform.

Lower-Level Facilities

In the design and arrangement of the express, baggage and mail-handling facilities in the lower level of the station, careful attention was given the matter of expediting these operations without interfering with the movement of passengers to and from trains. So that street vehicles may have ready access to the express, mail and baggage facilities, a paved driveway, somewhat above the track level, was provided along the track side of the station. At each end this driveway is extended on a curved alignment, involving ramp grades, to connect with South Broadway. In each direction from the station a paved runway extends down to the track level on a ramp, and crosses intervening tracks at grade to reach the island platform. Each of these runways connects with the island platform at a point near its outer end so that baggage trucks will interfere as little as possible with passengers using that platform.

The express room on the lower level is 28 ft. by 45 ft. in plan and, to facilitate the transfer of express to and from street vehicles, this room has a raised platform at tailboard height, 8 ft. wide and 31 ft. long, which extends along the outer wall. Also provided in the express room is a space for storing valuables, which is 12 ft. square.

The mail and baggage room, adjacent to the express room, is 12 ft. wide and 32 ft. long. Both rooms have ample door openings, all of which are fitted with overhead wood rolling doors, torsion-spring counterbalanced, three panels wide, with the third section of each door prepared for a tier of glass panes. One door is equipped with pilot door, swinging out. There are two of these doors serving the mail and baggage room, both of which are at the driveway grade. Serving the express room are four outside doors, one at driveway grade and the other three at the level of the raised platform. Over these doors there is a full-length marquee on each side of the footbridge, similar to that over the main entrance. Helping to enhance the decorative aspect of the station as a whole is a glass-block window in the concrete wall of the lower level at each end.

The concrete floors in both the express and mail and baggage rooms are surfaced with Masterbuilders' hard

metallic finish to produce a long-lived wearing surface. The interior walls of these rooms are also of concrete.

Other facilities in the lower level include a heater room, 11 ft. by 12 ft. in plan, which houses a fully-automatic oil-burning boiler. Fuel oil for this heater is piped into the building from an 8,000-gal. underground storage tank located outside the structure. Also included in the lower level are toilets for employees, and a disposal room in which soil cans for Pullmans are cleaned and sterilized by means of steam and hot water in an air-tight steel cabinet. Pip-

ing for the heating and plumbing systems in the building consists of Byers wrought iron pipe.

The Footbridge

From a structural point of view the footbridge, stairways, escalator and other means provided for the convenience of passengers in getting to and from trains are noteworthy. In addition to the stairway and escalator at the outer end of the footbridge, serving the main passenger platform, there is, as already mentioned, a stairway extending down



Above—The waiting room is characterized by colorful, modern finishing materials, fluorescent lighting, abundant daylight from picture windows, and comfortable, attractive upholstered chairs and settees. Below—The open-type ticket counter was designed to promote an informal atmosphere attractive to both railroad personnel and patrons





The enclosed footbridge, spacious and well lighted, has enclosed stairway and escalator to main platform at outer end and, intermediately, a stairway to platform for sleeping cars

from the footbridge to a platform at car-floor level, provided primarily for passengers to reach sleeping cars parked on the Pullman track. The supporting structure for the footbridge, the escalator and the stairways is of structural steel with the floor of the footbridge consisting of a reinforced concrete trough. These appurtenances are all totally enclosed, with the exterior walls consisting of Armco Paint Grip metal fastened to wood sheathing on wood framing. The roofing is of similar construction. All exterior surfaces are painted an aluminum color to harmonize with the remainder of the station.

Inside the footbridge and the adjacent enclosures, the walls and the ceilings are of flat Transite sheets in natural color, with the joints between adjacent sections covered with wood strips. Ample window openings in the enclosure are fitted with steel sash glazed with plain glass. The concrete floor of the footbridge and the treads of the stairways are treated with carborundum to provide anti-skid surfaces. Artificial illumination in the footbridge and other enclosures is by attractive incandescent ceiling fixtures, harmonizing with the fluorescent lighting in the remainder of the structure. Other aspects of the footbridge include train information and bulletin boards placed on the walls adjacent to the station end, and adequate signs, illuminated where necessary, for directing patrons to trains. The underside of the footbridge is protected by a steel blast plate over the westward main switching tracks.

An outstanding feature of the station is the Otis escalator at the end of the footbridge. Having a rise of 21 ft. 8 in. from the island platform to the footbridge, it travels at a speed of 90 lin. ft. per min. and has a rated capacity of 8,000 persons per hour. The

escalator is of the cleat-step, reversible type for ascending or descending service. The step treads and risers are die-cast, white-tone composition metal with closely-spaced cleats designed to provide a secure foothold and comfortable standing surfaces, especially for narrow heels, and to offer large wearing surfaces for long life. The step risers are of stainless steel while the comb plates are provided with an ornamental surface of white metal. The hand rails, which operate in synchronism with the moving steps, are constructed of rubber-covered canvas, suitably reinforced and made endless with smoothly vulcanized joints. The balustrades are of the extended newel type and the moldings and deck covers are of nickel silver. The curtain guard is of stainless steel and the interior paneling is of porcelain enamel.

For starting or reversing the direction of the escalator, up-down key-operated push-button stations are provided at both landings. In addition, emergency stop buttons are provided at the upper

and lower landings to stop the escalator upon momentary pressure. As a further safeguard the controller is designed to shut off the current automatically and to bring the escalator to rest in the event of failure of any of the safety devices.

The island platform, which is 750 ft. long, extending in both directions from the footbridge, consists of a bituminous mastic non-skid wearing surface applied over a crushed stone fill retained between creosoted wood curbs. For most of its length the platform is protected by a butterfly-type canopy, 10 ft. wide, which consists of steel columns and supporting members carrying a wood deck over which built-up roofing has been applied. All structural steel in the platform canopy is painted an aluminum color, so that it harmonizes with the footbridge enclosure. The platform is illuminated at night by an overhead lighting system, and illuminated signs indicate the entrances of the escalator and stairway. Downspouts for the canopy are of Byers wrought iron.

In preparing the site for the new station extensive grading and track changes were required. In making the track changes a sub-surface drainage system was installed embodying 8-in. laterals and 12-in. mains of Armco perforated corrugated pipe. The grounds of the station, where not covered with driveways or the parking area, were carefully graded, sodded and seeded. Shrubs have been placed adjacent to the front of the structure. Floodlights are placed at strategic points for illuminating the station exterior and the surrounding area.

The new station was designed and constructed under the general supervision of I. H. Schram, chief engineer of the Erie. All work was done under contract, except the track changes and installation of the drainage system which were carried out by company forces. The general contractor on the job was the Bates & Rogers Construction Corp., Chicago.



A new U. P. freight Diesel goes into service

Man Power vs. Machine Power

**The best of tools are useful only when they are in the hands of workers who are in full sympathy with the aims of their employers
—Man is the vital factor, not the machine; we must help him develop**

By ROY V. WRIGHT

*Managing Editor, Railway Age, and
Editor, Railway Mechanical Engineer*

WE have been progressing at such a rapid rate, from an economic standpoint, and there has been so much turmoil because of the disrupting influence of two world wars that we seem to have lost our perspectives and must make an earnest effort to get back to fundamentals. The difficulty is that the results of scientific and engineering advances, together with the mass production area, all concentrated within a comparatively short period of time, have so complicated our existence and relationships that it is not an easy or simple task to recognize these fundamentals.

A century ago life in this country was comparatively simple and our people, with plenty of elbow room and unexplored frontiers, managed to get along together fairly well. Today, the growth of industry on a mass production basis, with vastly improved communication and distribution methods, has totaled to concentrate our populations in metropolitan and industrial centers. Moreover, because of the application of science, machinery and business methods to farm production, a comparatively small part of our population is now required to supply all the food that we need. The net result is that as individuals we have become high degree specialists in our tasks and have thus lost much of our economic independence; we are truly interdependent.

Long Step from the Primitive

Unfortunately, our advances in science, engineering and business administration have not been paralleled by those in the social sciences. It is much less than two centuries since Watt perfected his steam engine in 1776, and thus started an era in which the efforts of the individual have been supplemented more and more and greatly multiplied by mechanical power. Human beings, on the other hand, have been living with each other for many centuries, yet today have only an inadequate conception of how to cooperate constructively in taking advantage of our material and economic advancement.

Until the development of the steam engine man did his work manually, with only a few comparatively simple tools.

An address before the Locomotive Maintenance Officers' Association during the annual meeting at Hotel Sherman, Chicago, September 15-17, 1947.

He did know how to utilize wind and water power to a slight degree and his efforts were also supplemented by animal power. Today each worker, on the average, has at his command many horsepower, and behind him is a large investment in plant and machinery.

As Americans we take great pride in these achievements and the resulting high standards of living, with opportunities for leisure, self-improvement and recreation. On the other hand, because of our ignorance about how to work together as human beings, we are bungling things badly, and losing many of the advantages that we should gain from technological advances. Indeed, we may not be able to retain all of those we now enjoy. We have been so absorbed in material advancement that we have lost sight of certain vital factors which control the maintenance of the prosperity and well-being of our nation.

After all, these great industrial and transportation facilities with their machinery and equipment are operated and controlled by human beings. Unless the workers have a sympathetic appreciation of the problems of their employers, unless they feel that they have a common interest with the employer and are an important and essential part of the organization, they can to a greater or less degree destroy the value of this machine power to the community and to themselves. This suggests that the management has a large responsibility to educate employees to the conditions with which its particular business is confronted, what the actual facts are as to its operations, and how they may best cooperate to their mutual advantage. It must be recognized, also, that a large proportion of the workers have only limited educations and the facts must be so expressed that they can easily grasp them. Learned discussions and intricate explanations are of little use in such instances.

Fortunately, many leaders, in widely varying fields of endeavor, have become aware of the grave dangers which beset

us in this area of human relationships. Interestingly enough, approaching the problem from quite different angles, they tend to certain common conclusions. Let us examine some of these approaches.

As a military leader and administrator General Dwight D. Eisenhower is certainly tops. Listen to his challenge to us in the closing sentences of his address to the American Legion Convention in New York, on August 30:

"The thought I leave with you is this: The American system rests upon the rights and dignity of the individual. The success of that system depends upon the assumption by each of personal, individual responsibility for the safety and welfare of the whole.

"No government official, no soldier, be he brass hat or p.f.c., no other person can assume your responsibility—else democracy will cease to exist. They are yours, to meet or neglect! In the one direction lies first our immediate and future safety. Beyond that are all our aspirations, our hopes for ourselves and our children. In the other direction lies the destruction of all we hold dear."

Infinite Value of Individual

Again, our spiritual leaders have long stressed the brotherhood of man and the so-called Golden Rule. Christianity and our American representative form of government have much in common. President Harold W. Dobbs of Princeton University has expressed it in this way: "The democratic ideal is the Christian ideal, because it alone accepts Christ's emphasis on the infinite value of the individual. His message envisioned freedom in religious terms long before democracy took a political form, or science and technology appeared to help set men free."

This appreciation of the importance of the individual was written into the Constitution by our forefathers, and today, although we have not done as good a job in applying the principle as we should have, it distinguishes our nation from most others, and is responsible for its greater strength and stability.

With this conception of the significance of and place of the individual in our American system, let us consider its implications in human relations in industry and transportation. For many years a Conference on Human Relations in

Industry has been held at Silver Bay, on Lake George in New York. A large group of men from industry have earnestly sought to find solutions to those problems which have caused unrest and misunderstanding in labor-management relations. The committee charged with the responsibility for building the programs has been composed of men important in industry and intimately in touch with its human relations phases.

Because of the constructive manner in which these conferences have been conducted, they have had a wide influence on improvement in relations within industry. It is significant, therefore, that after months of study and discussion, the committee decided that the most appropriate theme for 1947 meeting would be, "Better Relations Through Better Understanding."

I should like to comment briefly on three impressions I gained that may be helpful in our discussion here.

1. It is essential that supervisors be taken into the full confidence of management. The supervisors and foremen come in direct contact with the workers. They should be fully and currently informed as to the company's policies and plans. This will equip them to dissipate inaccurate and erroneous reports and rumors, which, if allowed to stand, may do much to distract the attention and loyalty of the workers. This is particularly true of the railroads, which as public utilities, are particularly vulnerable to the whims of politicians and self-seekers. Then, too, the railroad forces are widely scattered geographically, which makes distribution of adequate information even more essential.

Unfortunately, because of the lack of proper contacts and channels, many foreman and supervisors feel more or less on the outside, and therefore cannot exert a proper influence on the workers. These facts are becoming more widely recognized, but only a few leaders have made real progress in solving the problem. It is of first importance, however, and must be tackled with real vision and determination. Pioneers have blazed the trail.

2. Equally important is the responsibility of management to educate the workers. Management simply cannot afford to sit idly by while the workers and the public are being continually subjected to propaganda, some of it malicious, that is based on inaccurate information, which should be challenged and offset by the real facts. In discussing this question at the Silver Bay conference, Maurice R. Franks, national business agent and editor of the Railroad Yardmaster, made this significant statement:

"Without subterfuge, workers should be made acquainted with the trials and tribulations of the business, with the

nature of risk and the nature of both penalty and reward. The worker, by natural law, shares the risk; the reward should be theirs without the asking so that penalties may be shared without complaint. Thus treated, the American workingman, being of fair and honorable mind, will take the bitter with the sweet. He can and will do this, however, only when the way of cooperation is a two-way street, in whose traffic he may rightfully be called on to exercise his full responsibility."

Economics Simplified

3. There is much misunderstanding about the relationship between wages, prices and profits. Technical discussions by learned economists are confusing and hard, or impossible, to understand by the average layman. There are, however, certain simple principles which we should all comprehend, and this is particularly true of men in supervisory positions, who should be in a position to discuss these matters with the workers and help them to get a proper appreciation of the inter-relationships. There are two books that I would like to recommend.

One of these is "How We Live,"¹ by Fred G. Clark and Richard Stanton Rimanoczy. For a number of years these two men conducted a radio quiz debate designated, "Wake Up America!" in which they brought together liberals and conservatives "to dissect and analyze the roots of America's economic controversies." With this background, and recognizing the fact that any discussion to be helpful to most of us would have to be presented in simple terms, they prepared this economic discussion with its simple understandable illustrations, and containing less than 5,500 words. It has had a wide distribution, at least one large railroad supplying a copy of it to each of its officers and supervisors.

Another book is "Economics in One Lesson,"² by Henry Hazlitt, the well-known economist on the editorial staff of the New York Times. He selected certain economic fallacies which, as he points out, are at least so prevalent that they have almost become a new orthodoxy, and then carefully analyzes them.

From the Engineer's Viewpoint

We have approached this human relations problem from the viewpoint of a great military genius; from that of a leading educator, who in his early career specialized in economics and political economy; and from a conference of men from industry, specially in-

terested and versed in human relations in that area.

John A. Patton³, a management engineer, in a paper before the American Society of Mechanical Engineers⁴, said that, "Management—like it or not—still must carry the main burden of creating and maintaining good labor relations."

In the course of his presentation he made this further comment: "The worker today is still suspicious of the ability of the technological advance to provide more jobs. Workers are poorly informed on such things as where jobs come from, the ratio of profits to wages, or the issues involved in full employment, annual wages, etc. We might ask ourselves, why such conditions of misinformation and ignorance persist, when so much depends upon public understanding of the economic facts of life. The gravity of the situation becomes more obvious when we realize that a well-informed employee has the best chance of being a satisfied employee. He wants to belong. Knowledge of what is going on makes him feel a part of the operation."

After telling what a number of companies had done to solve the problem, Mr. Patton summed up the common denominator of their programs thus:

"1. Top management has reconized the importance of the individual and above all has convinced him of it.

"2. The programs allow the employee to be heard, as well as management.

"3. Instead of making it a one-man job, they have made it the responsibility of every executive, supervisor, and foreman.

"4. Each program has been a continual job, utilizing every available means to get it across, including meetings, pictures, magazines, and newspapers.

"Stating it in another way, the secret of a successful employee relationship is a sincere desire to do a job, backed up by concentrated effort of every management man."

I would not for a moment deprecate the marvelous technological advances that have been made, or the splendid machine tools and equipment that have been devised for railroad shop use. The best use of these tools, however, can only be made when the workers are in full sympathy with their employers and cooperate on the most intelligent basis. Otherwise their usefulness may be minimized or entirely lost through indifference and misuse. Man is the vital factor—not the machine—and we must focus our attention and energies on helping him to develop to his full stature, in accordance with the philosophy of our American system, as expressed in our Constitution.

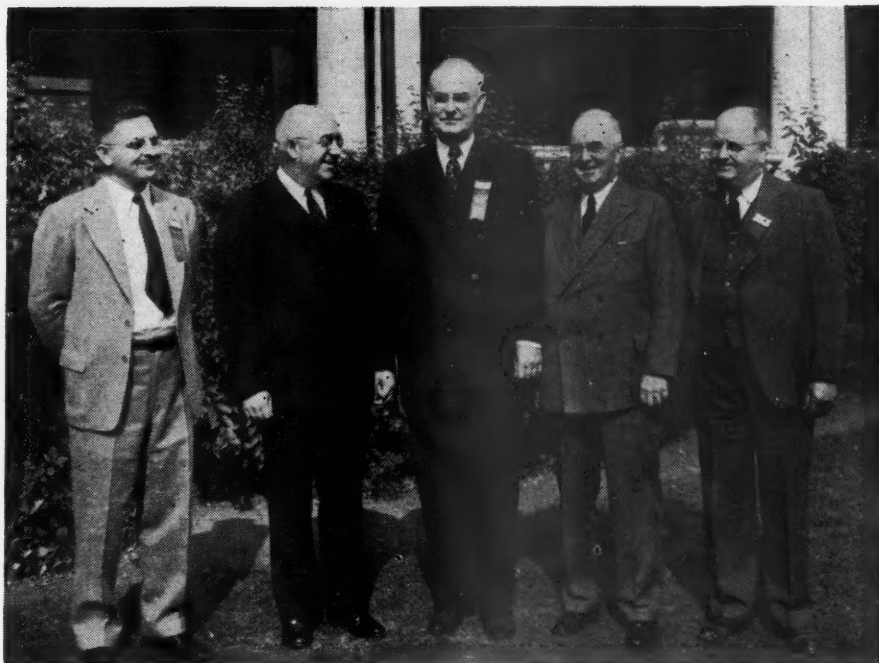
¹ Published by D. Van Nostrand Company, 1944, New York.

² Published by D. Van Nostrand Company, 1944, New York.

³ President, John A. Patton Management Engineers, Inc., Chicago, Ill.

⁴ Human Behavior in Employee-Employer Relations, Mechanical Engineering, September, 1947, page 743.

Present at Swampscott (left to right)—E. L. Kolbenheyer, assistant treasurer, New Haven; Lawrence F. Whittemore, president, Federal Reserve Bank of Boston; William T. Faricy, president, Association of American Railroads; Edward S. French, president, Boston & Maine and Maine Central, and Edward J. Gallagher, treasurer, Boston & Maine



Treasury Officers Told Railroads Drift on Nationalization Route

Speakers at annual meeting at Swampscott, Mass., of A. A. R. division warn of trend, now manifest here, which led to the end of private operation in other countries

IDENTIFYING the railroad industry as private enterprise's first line of defense, speakers at last week's annual meeting of the Treasury Division of the Association of American Railroads made their separate messages blend to become a resounding call for the unselfish cooperation of all interested parties in a continuing campaign to bring about the correction of current conditions which leave the industry "drifting" along the way that has led to nationalization in other countries. The meeting was held at the New Ocean House, Swampscott, Mass., on October 8, 9 and 10.

The speakers included William T. Faricy, president of the A.A.R., who said that "everyone gives lip service to private enterprise, but among those who must pay the bills if it is to survive in the railroad industry there is, with notable exceptions, a singular lack of support for the kind of freight rates which alone will insure it"; Edward S. French, president of the Boston & Maine, who asserted that, unless credit is restored, "we are headed down

the road to government ownership and operation"; L. F. Whittemore, president of the Federal Reserve Bank of Boston and former assistant to president, B. & M., who warned that, if business leaders generally fail to help the railroads to keep solvent, they will be "almost criminally neglecting" the protection of their own industries' future; and C. S. Duncan, A.A.R. economist, who traced developments which led to nationalization in Great Britain, pointing out that such developments have their analogue in this country. An abstract of Dr. Duncan's address appeared in the *Railway Age* of October 11, page 60.

Other speeches were informal addresses by T. J. Tobin, comptroller of the Erie, who appeared in his role of chairman of the A.A.R.'s Accounting Division, and by E. H. Bunnell, A.A.R. vice-president in charge of the Finance, Accounting, Taxation and Valuation Department. Mr. Tobin extended the greetings of the Accounting Division and went on to note the opportunities for cooperation between the two divisions, the activities of which are syn-

chronized through Mr. Bunnell's department. He also discussed briefly the Accounting Division's present emphasis on the reduction of paper work, the curtailment of government reporting requirements, and the promotion of the industry's campaign for an adequate return of something like six per cent on the average.

Designated as the Treasury Division's seventh annual convention, the meeting was also the thirty-sixth gathering of railroad treasury and finance officers, including meetings held under the auspices of the division's predecessor—the Railway Treasury Officers Association. More than 300 members and guests were in attendance, the guests including, as usual, representatives of many banking and financial institutions. Division Chairman Harry Hurst, assistant treasurer of the Pennsylvania, presided at the business sessions; and James A. Simpson, treasurer of the Southern Pacific, was chairman of the committee on arrangements for the meeting.

At the closing session, Mr. Hurst was reelected for a second term in the chair-

manship, while J. M. Salter, treasurer of the Kansas City Southern, was elected vice-chairman. This election of the vice-chairman was pursuant to a recent amendment to the division's rules of order. That officer was formerly chosen by the Advisory committee from among those of its members who had been elected by the division's sectional groups. E. R. Ford continues as secretary with headquarters, as heretofore, at Washington, D. C.

A.A.R. President Faricy's warning of the threat to private enterprise, which is posed by inadequate railroad earnings, was preceded in his address by comment on how the working-capital position of the carriers has been deteriorating. He said that the industry's working capital (cash and temporary investments) had declined from \$1,660 million on December 31, 1945, to a "little over a billion" as of June 30, this year—and it is "still going down."

"In fact," the A.A.R. president continued, "it has gone down in the last 18 months at the rate of over a million dollars a day. Why is that? Because the cost of railroad transportation has gone up faster than the price which the railroads have been allowed to charge for their service."

To point up this lack of balance, Mr. Faricy proceeded to say that railroad wages have gone up 67 per cent since 1939—"not as a result of anything the railroads did but because of the trend of wages in other industries, which, for the most part, are shippers on the railroads." He also noted the "87 per cent" increase since 1939 in the prices of what railroads buy, "again from concerns which, for the most part, are shippers." Meanwhile, railroad freight rates have risen "only 28 per cent," including the interim increase granted in Ex Parte 166 by the Interstate Commerce Commission the day before Mr. Faricy spoke. He called that decision "heartening," because it showed the commission's realization of the railroads' need for relief. "But we've got to get a lot more than 10 per cent," he added.

Fundamentals of Financing

"The railroads must take in enough money to pay their bills and improve their properties to keep pace with the demands of the public for ever-better transportation or they will cease to be the efficient transportation machine they now are," the A.A.R. president went on. "Money for improvements can come only from two sources—what the property earns or what investors will lend it. And nobody with any sense will lend money to an enterprise unless he has reasonable assurance that he will get his money back, plus some reasonable rate of return for its use. These things are so fundamental that it seems almost

a waste of time even to talk about them. But, oddly enough, these fundamentals are being lost sight of at the moment."

Mr. Faricy also referred to the opposition to freight-rate increases which has been registered by the Department of Agriculture and the National Grange, despite the fact that farm prices "are at an all-time high," having run up to "three times" what they were in 1939. "You'd think," he said, "a car shortage such as we have right now would bring home to those who claim to represent the farmer that his greatest interest lies in adequate rail transportation, but the fight goes on."

Will See Job Through

As to the car shortage, Mr. Faricy said that, "serious though it is," it has not prevented the railroads from turning in "an epic performance this year." He proceeded to point out that more carloads have been moved thus far in 1947 "than in the same elapsed portion of any of the war years, and this with fewer freight cars."

Here Mr. Faricy paid tribute to Chairman Warren C. Kendall of the A.A.R.'s Car Service Division, whom he called "a courageous gentleman who can take it"—as anyone must who strives to distribute equitably a short supply of anything, whether it be "meat, Scotch whiskey, golf balls, white shirts, or freight cars." The A.A.R. president also asserted that "more cars are on order right now than can possibly be built for more than a year to come"; and that, in the meantime, "more freight is demanding to be moved than there are cars in which to haul it."

"What shall we do about it?" the A.A.R. president asked. "Run abusive ads blaming it on the other fellow? Or keep at work, toiling and sweating to do the best we can in the circumstances, keeping our eyes on the better days which are sure to come if only we refuse to be dismayed and resolve to see the battle through? Let us remember that the man who intends to climb the mountain must keep his vision, not on the sagebrush and cactus in the foreground but on the shining top of the peaks he proposes to ascend."

"Your hard-pressed operating departments which deal, not in words and promises but in deeds and performances, have elected the course of unrelenting toil and sweat to see this job through, and see it through they will. Already they are moving successfully the greatest wheat crop in the history of the world."

In the latter connection, Mr. Faricy continued to advise that anyone who speaks of "huge piles of wheat rotting on the ground for lack of freight cars," should be told that he "doesn't know what he's talking about." He went on

to explain that outdoor storage of grain has been "a common incident of harvesting ever since the combine came into general use"; and that if the grain is properly piled it "keeps any reasonable time awaiting transportation."

"These are days of perplexing problems in the railroad industry," the A.A.R. president concluded, "but all of them can be solved in just one way, and that is this: By the toil and the sweat and the deeds and performances of a million and a third railroad employees, organized and directed by hard-working, efficient railroad management, supplied with tools by those who put up the money for the plant and equipment, in the faith that there is still enough of fairness, of integrity, and of intelligence in the American people to see them through."

Meanwhile, Mr. Faricy had paid tribute to the treasury officers as the railroads' "ambassadors of goodwill with the banking fraternity," one of the "most important segments of our national economy." He also spoke of the exhibit, brought to a Treasury Division convention for the first time by manufacturers of business machines and office equipment. "To my mind, the progress in business machines has been nothing short of astonishing," he said. And he went on to recall that such machines had once done well by him in the compilation of data needed in a hurry for the management presentation in a nationwide wage case in which he was chief counsel for the carrier conference committees.

Credit Must Be Restored

President French of the B. & M. was on hand to welcome the treasury officers to New England, and to introduce Mr. Faricy. Having executed those assignments, he proceeded to utter his "serious word or two" about the present plight of the railroads.

"Our industry today, by and large, after years of business in unprecedented volume, has little or no credit," he said. "Without credit restoration, and I include in this the ability of the industry generally to obtain capital funds through the sale of shares, not debt, we are headed down the road already traveled by substantially all other nations of the world, to government ownership and operation with its attendant results. Unfortunately, lack of understanding of the danger in the present situation is widespread, and we are drifting, or being pushed deliberately by bureaucrats keeping faith with foreign ideologies, toward this greatly to be dreaded end."

"Robert Woodruff, president of the Erie, has initiated a program of continuous and continued effort to obtain for the railroad industry a return on its investment similar to that enjoyed by utilities other than those engaged

in transportation. This is fine, progress is being made, but the word I would like to leave with you is that proper credit for our companies will take more than a few voices crying in the wilderness. It will take everything that all of us have."

President Whittemore of the Boston Federal Reserve Bank confined his address largely to a discussion of the growth in this country of "sectionalism," which he called a "menace" to the nation's economic future. The problems of the railroad industry, Mr. Whittemore said, are nationwide; and they bear a "close relationship" to the problems of business generally. "When transport becomes nationalized," he continued, "other business follows, with banking often coming second."

Raps Pressure Groups

Thus it was his view that all "persons of goodwill" must make common cause with the railroad industry's efforts to bring the public to a proper appreciation of its problems. Mr. Whittemore also called attention to the fact that many matters of sectional and pressure-group interest were considered "day after day" in the latest session of Congress, but no time was found to pass the Bulwinkle bill which "nearly everyone said they were for."

"It seems to me," he concluded, "that persons of goodwill in the United States suffer from their inability to weigh the fundamental issues on which all interests are the same. Such questions must be attacked not by blocs and not by sections, but by the many organizations, such as yours, which have the good of the whole country as their objectives. In such combinations only can we hope to meet the definite challenge to our future which springs from the system of pressure groups and sectional blocs. The practices of such groups constitute a limiting factor on our opportunity for successful family, community and national life."

Dr. Duncan's address was delivered at the meeting's closing session on October 10, and it was preceded by a showing of the A.A.R. motion picture, entitled "Mainline—U.S.A." The showing was under the supervision of H. F. McLaury, manager of the association's Advertising Section, who made a brief introductory talk.

During intervals between the addresses, the treasury officers disposed of the various subjects on the meeting's docket. Following again the "streamlined" procedure adopted last year, Secretary Ford summarized the detailed report of the Advisory Committee which covered the docketed subjects. Where reference was made in the report to a subject which chairmen of standing or special committees, or other members,

desired to discuss, the presentation of the report was interrupted for such discussion and any resultant action. The report showed that the present membership of the division includes 278 treasury and finance officers, representing 163 member roads of the A.A.R. and 25 carriers which are not members of the association, but which hold limited memberships in the division.

Manual Adopted

Among actions taken by the convention was that adopting the "Manual of Railway Treasury Procedure Respecting Agency Relations," which had been in the course of preparation for some time, earlier drafts having carried the proposed title of "Manual of Railway Treasury Procedure." The manual was prepared by E. W. Hotchkiss, consultant for the division, and its adoption was preceded by considerable discussion which brought out assurances that the basic text can be readily adapted to the needs of individual roads.

Another matter which evoked considerable discussion was a proposal to exclude Saturdays, as well as Sundays and legal holidays, from the computation of periods within which transportation charges must be paid. The proposal had been made by E. F. Lacey, executive secretary of the National Industrial Traffic League, who based it on the five-day week, which he said is becoming more and more prevalent throughout industry. The special division committee, which had Mr. Lacey's request under consideration, reported to the convention that it had been unable to agree on a recommendation. The convention continued the special committee, instructing it to seek a conference for further discussion of the matter with an appropriate committee of the N.I.T. League. Walter J. Kelly, traffic officer of the A.A.R., who was on hand for the meeting, agreed to participate with the division's special committee in the proposed conferences with the N.I.T. League.

During the course of this discussion of credit arrangements, Secretary Ford had called attention to the petition filed recently with the I.C.C. by the Missouri-Kansas-Texas and Texas & Pacific. The petition seeks modification of the commission's Ex Parte No. 73 order to enlarge the credit period on l.c.l. from the present 48-96 hrs. to seven days (see *Railway Age* of October 11, page 73). Mr. Ford pointed out that the petition proposes to make seven days the maximum credit period on l.c.l.; it does not seek arrangements identical with those enjoyed by motor carriers under the commission's order in Ex Parte MC-1, i.e., seven days in which to present freight bills and seven days after date of presentation in which to collect.

After hearing an expression of views, including comment from A.A.R. Traffic Officer Kelly, the division voted not to consider what position, if any, it might take on the Katy-T.&P. proposal until the matter "matures." It was noted that replies to the petition will be received by the commission until October 27, and that the matter would probably be assigned for hearing.

The discussion of practices with respect to the extension of credit to freight forwarders brought out the fact that the commission now has before it a proposed report recommending that forwarders be required to discontinue their so-called joint-rate arrangements with truckers (see *Railway Age* of October 4, page 61). With the situation thus in an uncertain state, it was decided to continue the forwarder-credit subject on the docket to await further developments. As to joint-credit arrangements, the Advisory committee's report revealed that they are now in operation at 924 common points throughout the country.

Adopted by the Advisory committee and subsequently by the convention was the report of the Committee on Banks, which included a recommendation that all checks and drafts be of a standard size, 8 $\frac{3}{8}$ in. by 3 $\frac{3}{8}$ in., and that space in the upper right hand corner be reserved for the bank's transit and routing numbers and the amount of the check. The convention's adoption of the report made this proposal recommended practice of the division. The desirability of such standardization from the standpoint of the banks was explained to the members by Melvin C. Miller, deputy manager, American Bankers Association.

Among those added to the list of the division's honorary members is President A. K. Atkinson of the Wabash, who was formerly that road's vice-president (finance and accounting). Other subjects on the docket included the suggested adoption of a telegraphic code for "order" shipments; rail-travel credit activities; uniform practice for the honoring of air line exchange orders for passenger and Pullman transportation; the payroll deduction plan for sales of U. S. savings bonds; and the public relations activities of the division.

RAILROAD DONATES FLAGPOLE.—A giant Douglas fir flagpole, brought 4,000 miles by train from the slopes of the Pacific, was presented recently to the city of Halifax, N.S., by William Manson, vice-president of the Canadian Pacific, who said that "in its strength and greatness it represents the spirit of our country." Hundreds of school children and a great throng of citizens saw Mayor J. E. Ahern accept the railway's gift on behalf of the city and to watch a Union Jack, 23 ft. by 11 $\frac{1}{2}$ ft. unfurl 130 ft. above their heads.



Load-securing devices virtually eliminate in-transit damage and permit more efficient loading of new P. R. R. merchandise cars. The freight handler rides a gasoline-powered platform truck into the car to expedite loading and unloading

Pennsylvania Devises Special-Device Merchandise Car

CONCLUDING two years of intensive research and study, the Pennsylvania has developed a special-device merchandise box car (reported in *Railway Age* of August 23, page 52) which, in road service, has proved itself nearly damage-proof. The interior of this new type car is equipped with swinging gates, with upper and lower sections, attached to the side walls of the car. When swung into position for use, the gates meet at the center of the car, forming a bulkhead. Sectional shelves, attached to the lower gates, can be swung from one gate to the next to form a second deck, supporting a heavy load without crushing damage. This equipment is permanent and not removable, an arrangement found necessary to avoid its loss and going astray.

Development of this new car was the result of careful planning. During the early part of the study period, a week-long check was made of damage in 4,600 merchandise cars loaded and unloaded at stations on the Pennsylvania. The check showed damage in 14 per cent of these cars. Damage caused by crushing in lower tiers was found in 52.8 per cent and end-to-end shifting damage in 13 per cent of those involved. Experimentation proved that end-to-end shifting was substantially controlled by the insertion of wooden bulkheads at the doorways. These bulkheads, however,

have a limited life and their installation is laborious and expensive, requiring excessive storage space on already-crowded freight platforms. Further, bulkheads were of little value in cutting down the crushing damage which is accountable for the greatest percentage of the damage.

The study committee then designed and had placed in service three experimental cars with special devices to reduce shifting of cargo in transit. The first of these was equipped with drop shelves suspended by cables and supported by steel legs. In actual service this car proved ineffective, in that the suspension cables themselves caused damage to the freight, and the floor fixtures into which the legs were inserted became filled with dirt. The second car was equipped with fixed shelves along the side of the car midway between the floor and the roof, and, in appearance, resembled a standard sleeping car with the uppers made down. While light freight loaded into these shelves was found free from damage after transit, the time consumed in loading and unloading freight from the "upper berths" proved excessive. In addition, the shelves prevented use of large mechanized equipment within the car. The third car was equipped with movable bulkheads on runners. This car was not the answer in that the

bulkheads interfered with the loading and unloading, and because it was impossible to unload the car from both ends at the same time.

While all three experimental arrangements proved satisfactory in reducing damage, their advantages were outweighed by their shortcomings. Guided by the findings in road-testing these three cars, the study committee equipped twelve box cars with a design incorporating removable cross bars which formed bulkheads and, at the same time, supported shelves from bar to bar at any place in the car where a division was desirable. This type of equipment proved most successful, the primary disadvantage being that all parts were removable and when not used, had to be placed in the car after it was loaded for possible use at the next reloading point. It was only a matter of time until the parts began to disappear.

These two groups of experimental cars pointed the way to the car equipped with the swinging gates and sectional shelves permanently constructed in the car. Two of them have proved so successful in reducing crushing and end-to-end shifting that the Pennsylvania has authorized the construction of 300 50-ft. and 100 60-ft. cars of this design.

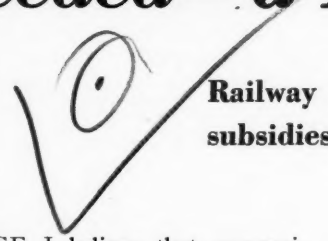
An interesting outcome of this research, illustrating the possibilities of loads which may be obtained with proper protective devices, was the behavior of 60-ft. cars so equipped. In actual road-service tests, these specially equipped cars carried loads averaging 32.4 tons, three times greater than the system average for less-carload tonnage in the year 1946, with no damage of any consequence. In 40-ft. cars so equipped, the average was increased to 17.7 tons, while in 50-ft. cars the average load was 26.1 tons, with little or no damage.

If an equipped car should be placed in other than l.c.l. service, the swinging gates and shelves may be swung into position at the side walls, leaving the lading entirely free from interference.

The Pennsylvania originally developed a merchandise container car to handle large-lot shipments between consignor and receiver, terminal movement being effected by motor trailers, and moving at rates somewhere between carload and less-carload. However, in 1931, the Interstate Commerce Commission ordered suspension of these reduced container rates, and their use thereafter was confined primarily to the movement of l.c.l. freight between stations where operations of direct cars was not justified. Some 2,500 containers are currently in such service between 34 points on the road.

A low factor of damage to freight transported in these containers suggested the desirability of devising a special-device merchandise car such as that now being placed in service.

Needed—a New Transportation Act

**Railway Labor Act needs extensive revision,
subsidies should be ended, and regulation unified**

**By PROFESSOR SIDNEY
L. MILLER**

University of Pittsburgh

BECAUSE I believe that responsibility should rest upon the proper shoulders, I desire at the outset of my presentation to absolve your Program committee of all blame for the subject upon which I am about to speak. The selection was mine, the choice a consequence of the interest which I share with you in a vital matter of growing concern during the past decade—an improved regulatory program for transport. That I cannot, in the time here available to me, dot every "i" and cross each "t" incident to such an ambitious program, I am sure you realize—nor is it likely that you would care to sit before even the most gifted speaker while such a program was developed in minute detail. It is my hope, however, that by statements made I may stimulate thinking, contribute to understanding, and make you the more determined to have, in so far as circumstances permit, a constructive part in that re-formulation of federal regulatory policy which should lie just ahead.

It was just 60 years ago that the Interstate Commerce Act was placed upon the federal statute books. That act was passed in the face of intense opposition from the railways, but in response to public demand that had become irresistible. Yet, within little more than a decade the act had been largely emasculated, under the interpretations of a judiciary that was fundamentally unfriendly to public controls over private enterprises. Rehabilitation of the act was fought as bitterly by railway leaders as had been the initial measure, but public antagonism against carrier abuses, real and alleged, was such that action of a restrictive and punitive character was not to be escaped: the Hepburn Act of 1906 and the Mann-Elkins Act of 1910 did, at a later date, what Congress had sought to do in 1887, *plus*.

Within a comparatively few years after a restrictive regulatory program had been approved by Congress and had been applied by the Interstate Commerce Commission in somewhat the same adverse spirit, many among the more thoughtful who interested themselves in the "transportation problem" became concerned. To them it became increasingly apparent that, in the long run, public interest was not to be served

by legislative controls that were definitely inimical to the railways or by unfriendly commission action.

Official recognition of the need, both in public and carrier interest, of a change in regulatory policy came in the creation by Congress in 1916 of a Joint Committee on Interstate and Foreign Commerce, known as the Newlands committee. During a period of more than a year, and terminating shortly before the beginning of federal operation of railways during World War I, this committee held hearings. Before it appeared witnesses representative of all groups with a stake in adequate transport, and in the record developed by it appears an excellent statement of the "transportation problem" of that period, as well as numerous suggestions for its solution. Because Congress and all parties at interest soon became engrossed in the urgent problems of war, the Newlands committee made no definite recommendations to Congress. Nevertheless, during the period prior to the passage of the Transportation Act of 1920, when modifications in regulatory policy were under consideration, the record of the Newlands committee was of definite values. That record, with those later developed by House and Senate committees, pointed the way in 1919 toward the essential nature of modifications requisite to long-time public interest.

An Identity of Interest

The Interstate Commerce Act of 1887 and its significant modifications during the next 30 years rested upon the thesis that the railways and the public served by those railways were adversaries. Those who framed the Transportation Act of 1920 recognized that between railway and public there is a close identity of interest—that neither can profit at the expense of the other for any extended period except to its own hurt. As I pondered the Act of 1920 when it was new, and weighed its provisions against the evident need for them, I was deeply impressed by the courage which prompted the authors of that act

to deal forthrightly with both knotty and controversial questions. I am today no less impressed with that act. It has served as a pattern for the Motor Carrier Act, the Civil Aeronautics Act, and the Transportation Act of 1940—and in no manner, I believe, has the original act been improved upon. On the contrary, I believe it possible to discern evidences of retreat in certain critical areas.

The extension of federal regulatory control over commercial operations by highway and air—later in some slight degree over domestic waterways—was preceded by study in each case, but for 25 years following approval of the Transportation Act of 1920 it appears that no serious thought was given by Congress to a comprehensive examination of the field of transport, with a view to determining possible need of changes in existing regulatory laws or additions thereto. Yet, during that 25 years, the field of transport had broadened enormously and not only did many basic problems remain unsolved, but many new and difficult ones had arisen. The House Committee on Interstate and Foreign Commerce, under the leadership of its able chairman, Clarence F. Lea, is to be congratulated heartily upon the statesmanship shown by it, by him, in initiating in 1945 under House Resolution 318 the so-called National Transportation Inquiry—and I commend no less the intelligence of the approach.

While no committee of Congress should be bound by the judgments or the predilections of particular groups in the formulation of a legislative program, it is highly important that such a committee know the thinking of those who serve in this field or who have some measure of understanding of it. For, after all, in formulating such a program, no committee can, nor can Congress, proceed with safety for any great distance in directions unacceptable to crystallized public opinion. The results of the Lea inquiry, made available in brief form, appear to be charted in significant degree in the appropriate direction of travel. I find myself quite in accord with the direction indicated. Unquestionably, as hearings are held by both House and Senate upon bills designed to reorganize and integrate federal regulatory legislation dealing with all phases of transport, additional aid will be had. If the House com-

This article is adapted from an address by Dr. Miller at the recent convention of the Associated Traffic Clubs of America.

mittee continues its active interest in a constructive program and if the Senate committee can be persuaded to channel its efforts along a like line—not pursuing with enthusiasm too many wills-o'-the-wisp, there is reason to believe that there may be placed upon the statute books the Transportation Act of 1950—even of 1949. I shall indicate what I believe should be the major features of this act.

The first of these features was not touched by the House committee inquiry—and I dare say the omission was no chance one. Some seven years following the effective date of the Railway Labor Act of 1934, I spoke before the Associated Traffic Clubs, stressing particularly the operation under that act of the National Railroad Adjustment Board. I stated that the board merited from the public, upon the basis of its work to that time, a vote of “no confidence.” In a closing paragraph I declared:

“Unless the National Railroad Adjustment Board evidences promptly . . . a determination to check practices suggestive of willful exploitation, even of racketeering—unless, indeed, needed changes are soon made both in procedure before the board and in the law itself—the device should be replaced by one that will better serve justice.”

Labor Laws Need Revision

Today, six years later, I must say with sincere regret that I am cognizant of no improvement in that situation—and this is particularly true of Division I of the board. To our shame it must be said that not a strong public voice has made itself heard, urging either a modification of the existing law or its replacement by a statute and procedure designed to serve equity. Yet the public pays the bill, with costs heavy. While the initial burden of wage costs rests upon the carriers, that burden must—in the absence of a large profit cushion, which in the field of transport is commonly non-existent—in due course be shifted to the shoulders of the users of transport either in the form of increased rates or a less adequate service. Proof of this shift is, I believe, not requisite at a time when the railways are before the Interstate Commerce Commission with a request for increased rates—made essential in large part by recent increases approved in wage rates, with serious financial difficulty faced if relief is not obtained.

No legislation, lacking good will on the part of both management and labor or lacking the willingness to deal equitably, can maintain industrial peace, whatever be the field. Nevertheless, the machinery established by law for use by management and labor when differ-

ences develop can aid or obstruct. The history of railway labor legislation is, lacking a single year, as ancient as that of railway regulation, with frequent changes in that legislation. Following the initial law in 1888, there came in steady succession the Erdman Act, the Newlands Act and the unfortunate Adamson Act. Then came a sharp break with past policy in the labor provisions of the Transportation Act of 1920—with another sharp reversal of policy in 1926 as a consequence of an “unholy alliance” between railway labor and a segment of management. The Railway Labor Act of 1934 was written wholly in accord with the demands of railway labor—and it must be admitted its provisions have served labor well.

A change in railway labor law is, in my judgment, an essential. In such change we have the choice of endeavoring to patch the admittedly leaky craft in which we now ride or of abandoning that craft in favor of another that gives reasonable promise of being more seaworthy. If the former course be followed, and I believe it to be the more politic and perhaps the wiser one today, major change in the present act must be made with respect to the National Railroad Adjustment Board. The present system of special referees should be eliminated, improvements in board procedures effected, time limits must be placed upon retroactive claims, and judicial appeal should be accorded. Seriously considered should be, also, the prohibition of jurisdictional and sympathetic strikes, as well as the prohibition of any strike against an award of the board. In 1934 the National Board of Mediation was abolished and the National Mediation Board created—to eliminate impartial members, it appeared, and to obtain in their stead members with a labor bias; such a change might now be made, but I believe that reliance should be placed by Congress upon time rather than upon manipulation to eliminate bias.

Were it decided to abandon present labor procedures in the field of transport, I would recommend the re-creation of an improved Railroad Labor Board with powers comparable to those of the board created under the Transportation Act of 1920, but a board constituted wholly of public representatives, this board to be supplemented by such regional adjustment boards as were deemed essential—these latter having a tri-partate membership and responsible for the interpretation or application of contracts. Should management or labor prove unduly recalcitrant in observance of findings of the Labor Board and public interest in continuous service be unduly ignored, the machinery would be available to make a system of compulsory arbitration function. While re-

luctant to see such a step taken, persistent failure for even brief periods by either railway labor or railway management to meet the public requirement of continuous service will leave no alternative but to outlaw strikes and lock-outs in a field so essential as transport.

Of the matters upon which the House inquiry sought judgment, I believe that the maintenance of sound credit is of major immediate importance. Essential to such maintenance is an adequate return upon the worth of properties requisite to the service the public requires. No precise measure of adequacy exists, but the following is offered as a working definition: *a return essential to maintain a flow of capital into the industry sufficient to provide a high quality of service at moderate cost.* Lacking an adequate return, all parties at interest must ultimately suffer—investor and worker perhaps first, but, ultimately and inescapably, the public no less. Indeed, so vital to our entire economy is a satisfactory transport service at reasonable cost that, in event private enterprise fails to meet that basic requirement because of inability to attract needed new capital—this, in turn, due to the inadequate earnings of earlier investments—demand will soon arise that transport be taken over by government. Among all major industries, transport is—because of its essential character—in a peculiarly exposed position, and is to those who champion the socialization of industry peculiarly attractive; for once transport is socialized, government possesses the power of life and death over all other areas. Socialization of transport is quite certain to be but a first long step in the war upon private enterprise.

A Parsimonious Commission

Under a regime of regulation, agencies of transport were early concerned about the matter of an adequate return. Within a brief time the Interstate Commerce Commission was faced with the problem in major rate cases brought before it by the railways. As early as 1911 in the Eastern Rate Advance Case Commissioner Prouty gave thought to the matter and in 1915, in a later case, Commissioner Daniels declared, “A living wage is as necessary for a railroad as for an individual.” But the division of opinion upon the commission was sharp, with the majority giving greater weight in general rate cases to other considerations than carrier need for an adequate return. Indeed, it was because Congress felt that the commission had followed a policy so parsimonious as to imperil public interest that section 15a was added to the Interstate Commerce Act.

This section, regarded by Senator Cummins as of fundamental importance, indicated in considerable detail the basis upon which railway rates were to be made—even going so far as to prescribe the precise rate of return to be permitted the railways for a period of two years. Yet, during the 13 years prior to the material dilution of section 15a, the railways were—due to economic conditions and to commission reluctance to act against adverse pressures—able to realize the “fair return” fixed by statute or by commission decision in but two years. The disparity between the actual earnings of the railways and an adequate return during the 1930’s was great—and, in the several postwar years, financial results for transport as a whole have been disheartening. The problem of an adequate return is today as serious as it has been at any time during the years since 1910, except for the disastrous depression years—and may well, because of increased costs, become critical within the immediate future for all types of transport.

Need for An Adequate Return

Because of its importance to all parties at interest, the “Transportation Act of 1950” must deal with this problem. Perhaps a congressional mandate comparable to section 15a would assist, but solution of this problem must be had largely, I believe, through commissions rather than by statutory action. A greater measure of statesmanship must be shown by all parties at interest; competition beyond that minimum essential to safeguard public interest should not be permitted, and management must leave no stone unturned in its effort to pare costs while service is maintained. No need in the transport field is greater than an adequate return, yet none more difficult to realize.

I support strongly the regulation of all domestic transport by a single agency. The Interstate Commerce Commission today has jurisdiction over railways, commercial highway operations, pipe lines, and—in so far as water traffic is subject to regulation—over water lines rendering a domestic service. After 20 years of commercial operation attended by rapid expansion, I see no justification for a separate agency to regulate commercial air transport. Economic controls now exercised by the Civil Aeronautics Board I would transfer to the Interstate Commerce Commission, and other functions of that board to another agency to be later designated.

A separate agency for air is no more reasonable to me than separate agencies for railways, pipe lines, highways, water. Each can urge its peculiar characteristics as justification for separate treatment. Yet, did separate regulatory agencies

exist for each, the field of transport would be in utter chaos because of uncontrolled competition—competition often encouraged by an arm of government. And progressively, it becomes apparent that commercial air transport does not function in a vacuum. Rather, it becomes increasingly a competitor of rail and highway transport. Without control of the whole area of domestic transport by a single agency, I see no possibility for the development of a comprehensive and sound pattern in the field.

I believe that the “Transportation Act of 1950” should raise no positive bars against the coordination of services by transport agencies of like type or of different types. Such coordination should be subject only to a clear showing of public interest and should be permitted to continue so long as that interest is served. I also believe that the act should state explicitly and unmistakably that any carrier of one type may be privileged, upon clear showing of public interest, to render service of another type, either through acquisition of control of an existing service or by the establishment of such service, such “integration” to continue so long as public interest is not prejudiced. I believe in the maintenance of competition upon such scale in the field of transport as may be essential to protect public interest and I oppose the subordination of one type of transport to another upon a broad scale. But I believe firmly that public interest, not corporate advantage, should determine policy in this area. To erect rigid barriers against public interest is, in my judgment, wholly indefensible—and to say that regulatory authority cannot be trusted with the power to act in public interest condemns the entire policy of regulation. Where the public can be adequately served through coordination of transport, without unified ownership, I favor such policy, but the public is justified in demanding an adequate service without regard to corporate structures or corporate inter-relations—and without regard to the maintenance of sharp lines of demarcation between and among the several types of transport. The demand of the public is for adequate transport, not for transport by some particular means. Here again it is air transport that is particularly insistent upon special treatment. I insist most emphatically, however, that public interest takes precedence over industry insistence and that such precedence should be assured by statute.

The “Transportation Act of 1950” should eliminate all inequalities among the various forms of transport that result from federal aid, at least, and, in so far as possible from state aid. The composite judgment obtained

through the House inquiry was strongly adverse to the continuance of such aids, positive in the conviction that each form of transport should pay its own way. With diverse forms of transport competing for public favor, it is inescapable that such competition should be upon a price as well as a service basis. If one type is the beneficiary of aid and the other is not, then inequity results. Furthermore, since the proper place of each type of transport in a national system of transport must be determined in significant degree upon a price basis, subsidy results in a distortion. Each type will not occupy that place to which it is economically entitled. Public aids are unquestionably enjoyed by inland water and by air transport. Few, if any, who operate in these fields would challenge this statement though many would offer explanation or urge offsetting benefits. That truck transport is the recipient of public aid is sharply challenged by leaders in that field and those leaders take comfort from certain studies made of highway costs and of contributions by highway users thereto. Time does not here suffice to permit an analysis of the studies upon which reliance is placed by those who assert that truck transport “pays its way,” or more; neither does time permit summarization of the more numerous studies and, in my judgment, more logical, which indicate that goods transport by highway falls short of paying adequately for the user privilege. I can only say that it is the consensus that truck transport also benefits significantly from public aid. Such aids are not enjoyed either by railway or pipe line, to their obvious disadvantage in competition.

Public Aids a Poser

A variety of methods have been suggested to neutralize public aid received by certain types of transport. Among these are government acquisition of railway ways and structures, this property to be used by private corporations under favorable lease; the remission of taxes to railways and to pipe lines in sufficient amount to offset aids given competitors; and the levy of user charges, accurately measured against costs, upon those who operate over highway, waterway or airway constructed and maintained at public expense, to which would be coupled the gradual elimination of subsidy payments for the movement of air mail. Of these methods the last-named has gained widest acceptance, offers few complications, and promises workability. The “Transportation Act of 1950” should place upon the Interstate Commerce Commission or other competent governmental agency the responsibility of determining the amount of the user charge in each case,

(Continued on page 69)

British Get Stainless-Steel Coach

An adaptation of an American streamline coach, built by the Budd Company, to serve as a model for new British equipment

THE streamline coach shipped by the Budd Company to Pressed Steel Limited (England) on October 9 combines traditional British compartments with coach seating typical of Budd-built coaches for American railroads. Space for 18 first-class passengers is provided in three compartments which are entered through sliding doors from a heated corridor along side of the car. Another corridor, which runs the width of the car and has outside doors on both sides, separates the compartments from the coach section, which seats 30 third-class passengers. The car is to serve

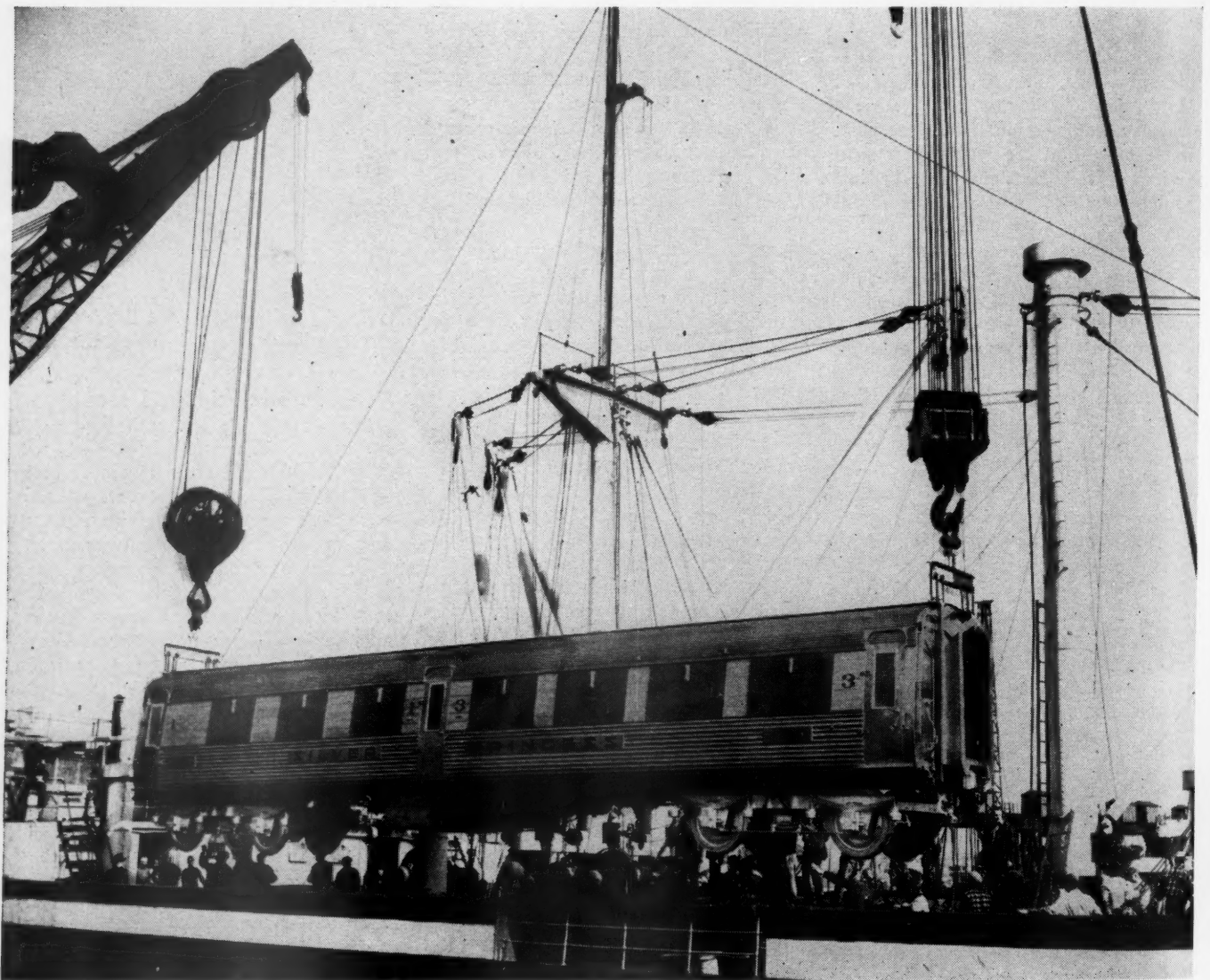
as a model from which the British company, using Budd manufacturing methods, will produce additional cars.

First-Class Compartments

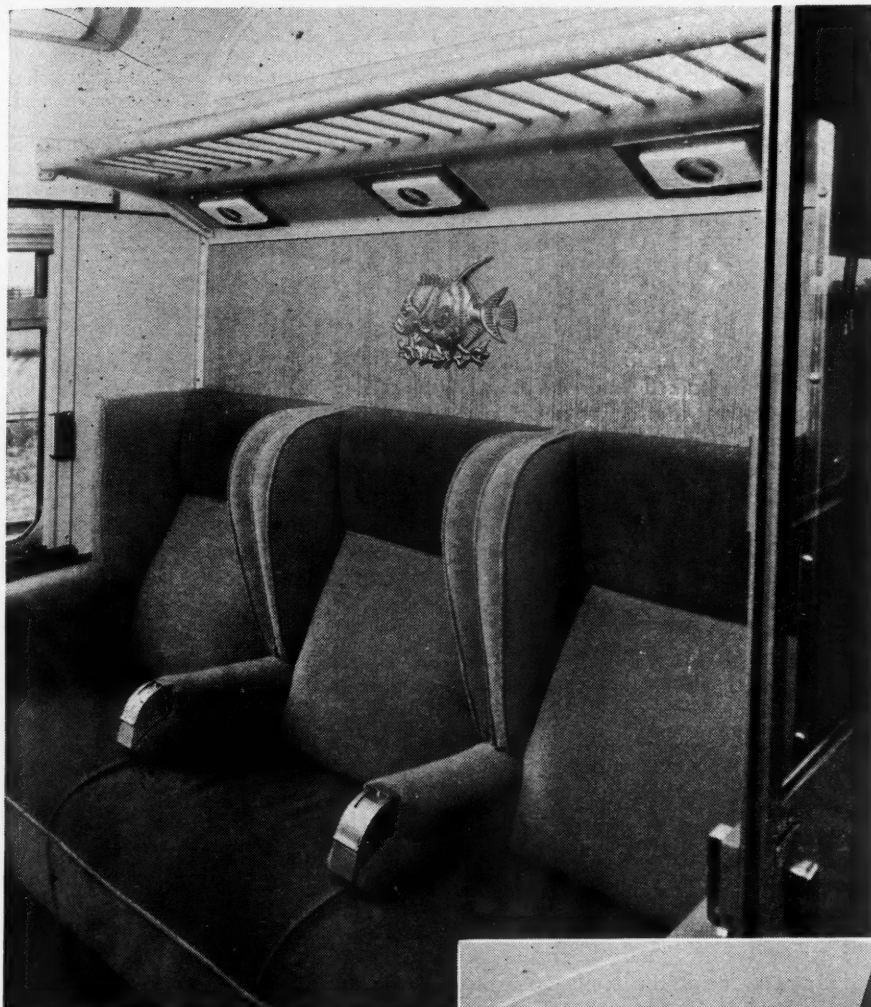
The compartments are carpeted and have foam-rubber seats, upholstered in mohair, with fixed arm and head rests. Both incandescent and fluorescent lighting are used. The baggage racks above the seats have individual reading lamps underneath. Heating units are placed under both rows of seats in each compartment. The windows and doors are

draped with bright fabric, and the wall ornaments are of relief design in cast metal.

The rest room for the first-class passengers is at the vestibule end of the car. It is fitted with wash basin, toilet, mirror, dispensers for paper and linen towels, comb and brush tray, ash receivers, soap dispenser, and coat and hat racks. The walls behind the toilet and wash basin are stainless steel. The floors and sanitary molding are of ceramic tile. Water for this room is stored in a stainless-steel tank above the vestibule.



Loading the Budd-built "Silver Princess" aboard the Cunard White Star freighter Mawarri for shipment to London



Above—Each of the three first-class compartments seat six passengers. Left—The third-class section has a typical American seating arrangement with reclining chairs for 30 passengers. The first-class compartments are located beyond doorway of the end of the car

The coach section, which resembles that of an American car, accommodates 30 third-class passengers in rotating, reclining seats which have adjustable foot rests, built-in ash trays, and robe rests. The central lighting system is fluorescent with four groups of three tubes each located in a trough in the center of the ceiling. The baggage racks have a Vinyl plastic backing. The spotlight-type reading lights under the racks are individually controlled. The end walls are decorated with wood veneers and metal carvings, in relief. Bright colors are used on the walls and the floor linoleum is a colorful tile. The rest room at the vestibule end of this section is simi-



lar to that for the first-class compartments.

The structural members of the car framing, including the roof and side structure and exterior panels, are stainless-steel. The latter are welded to the roof and side structure.

The cars are insulated against heat and sound. Ventilation is by means of ducts in the roof. Fresh air can also be forced into the car during hot weather through the heating ducts, but air conditioning is not provided. A sliding section at the top of each window provides additional ventilation. The windows have two layers of glass with an air space between. The outer layer is glare-resistant Solex glass; the inner, laminated safety glass.

The trucks and brakes are of the standard British type. The car, however, is said to be the first to have a single central cylinder to operate the brakes of both trucks. The car, which conforms with newly established English standards, is 63 ft. 6 in. long and weighs approximately 61,000 lb. A conventional English car of wood construction but of similar design weighs 72,000 lb.

Riding Comfort of the Passenger

A suggestion that the resources of the engineer and the anatomist-physiologist should be combined and coordinated to solve problem on "sit-up" trains

*By NORMAN D. MATTISON, M.D.**

DEDUCTIONS to be drawn from an objective study of "sit-up" passengers on the present-day streamliners are revealing, and are at present a matter of logical concern to the investigator of railway travel comfort. If the reader may have, as this writer has repeatedly, made a tour of observation of passengers in all-night coaches any time between the hours, say, of 3 a.m. and 6 a.m., he cannot avoid the conclusion that present types of seating equipment do not meet adequately the sleep-comfort needs of the long-distance coach patron. Indeed, the actual sleeping postures of passengers are so varied and so lacking in any semblance of real comfort as to make a general description of them difficult.

Take any illustration you will of night travel, of the coach passenger trying to accommodate himself to his seat—not the familiar artificial posing of awake models for advertising purposes, but as he really is positioned after several hours of seat occupancy. Every passenger appears to be doing all possible to approximate the recumbent posture, and few if any seem to be succeeding. A photographic study of passenger posture in coaches, whatever the type of equipment, new or old, will disclose substantially the same story—not a single sleeping passenger actually sitting up, each one trying to "relax" as best he may.

"Sitting Up" or Something Else

The extensive and splendidly competent studies of suspension systems which have been made over the years by railroad engineers have resulted in the world's easiest riding cars. It is here submitted that there is a wide hiatus yet to be bridged between the car suspension systems on the one hand, and like suspension principles on the other, to meet the physical and physiological needs of passengers. The new order is to study and then supply comparable suspension systems to meet the demands of riding comfort, arrived at from the correlated standpoint of the medical technician and the mechanical engineer.

For example, let us look briefly as to how the passenger may be at least

partially suspended in his seat, just as railroads have studied car and truck suspension systems in order to determine the best possible procedures for transporting every other type of lading, animate or inanimate.

Lading of irregular*shape, such as the human body, can have only three means or combinations of means of contact with its physical environment—it can be suspended, supported, or braced. With the last two conditions, we are not here concerned—with these the car seat manufacturers appear to have done their best. Body suspension, therefore, becomes an important integer in the present opportune field of passenger riding comfort.

Starting from above and working downward, there are at present only two known ways to decrease the constant compression force acting upon the body structure of a person sitting or partially reclining in the supine position. Both of these media are orthopedic procedures and relate, one to the use of head traction (Sayre suspension) for the application of plaster jackets in cases of scoliosis, the other (the Crutchfield clamp or Zimmer tongs applied to the skull), to supplying suspension traction to relieve pressure in upper spinal injuries. Therefore, as a method of utilizing railroad suspension principles to the needs of the sitting traveler, whether in a day coach or a Pullman, there is left available only the mechanism of the shoulder joint and the shoulder girdle as means for decreasing compression forces acting upon the sitting body, and supplying the compensating action of the tensile members, these forces functioning as a couple, parallel and in opposite directions and of necessity even and equal.

The mechanism of the shoulder apparatus, as a readily available means to much needed improvement in passenger riding comfort, especially on long-distance railway journeys, is well summarized by the following excerpt from the writings of one of the foremost scientific exponents of body postures and of the adaptations and adjustments of the static and mobile body to its surroundings, as follows:

Nearly every bone of the trunk, from occiput to pelvis, furnishes surfaces for the attachment of muscles which are also at-

tached to some portion of the shoulder apparatus, either on various surfaces of the scapula or immediately about its joint with the humerus. These shoulder and arm muscles extend in all directions—to the head, around the rib cage from spine to sternum, through the entire length of the back, are attached to every vertebra from the axis to the sacrum, to the strong muscle bands of the front abdominal wall, and to the pelvis. (Todd, M. E.)

Conclusion

As relating to improving the sitting operation, therefore, it is further advanced that the one means of his partial suspension available to the sitting passenger is in utilizing the brachiation function of the combined shoulder joint and the shoulder girdle mechanisms, by adapting or modifying present types of seating facilities to this end. This is the way the engineering technician would work out a comparable problem of mechanical suspension, as, for example, the cantilever in a bridge or otherwise. It is further submitted that when this wide open problem of seating, as it relates here to railway riding comfort, is solved it will be the resultant, as previously indicated, of the combining of the research resources and facilities of the engineer and the anatomist-physiologist coordinating their work toward a common objective of improved travel comfort.

Then, and not until then, can the passenger cease to be "lading," and become the enormously potential factor of still more goodwill toward railroads and their more scientific and more completely modern passenger travel facilities as regards "sitting-up" riding comfort.

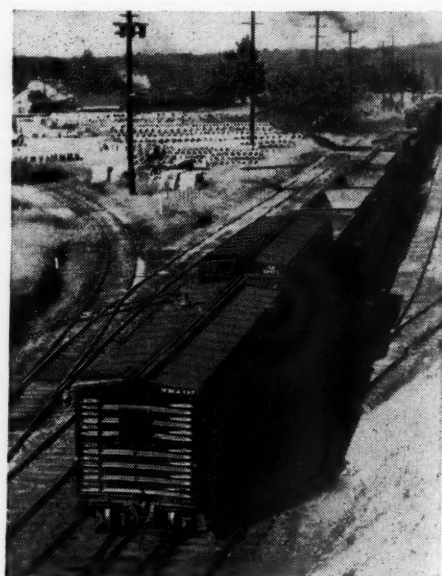


Photo by Leonard A. McLean

Made-over caboose used on the Western of Alabama

* Research in Industrial Design, Montclair, N. J.

Rate Increase Won't Offset Post-June-30 Cost Rise

I.C.C. bureau's "Monthly Comment" sets up
comparative estimates for remainder of year

ESTIMATES presented by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics in the latest issue of its "Monthly Comment" indicate that the increased freight rates approved by the commission in the so-called interim phase of Ex Parte 166 will be insufficient, except in the Western district, to offset the higher costs that will be incurred during the remainder of this year as a result of developments between June 30 and September 2, including the 15½ cents per hour wage increase awarded to non-operating employees. As reported in the *Railway Age* of October 11, page 64, the rate advance, which became effective October 13, was estimated by the commission's staff to be an 8.9 per cent increase overall.

The staff further estimated that the yield for the remainder of this year will be \$125.2 million in additional revenue. Against that figure the "Comment" sets estimates of increased costs totaling \$136.1 million that will be incurred during the period from October 15 to December 31. It is emphasized that the "increased costs" shown in the estimate are "due entirely to changes in price levels after June 30 and before September 2 (including the wage increase to non-operating employees effective September 1)..." The comparative figures are set out in an accompanying table.

The bureau's observations with respect to the figures include a prediction that "the net railway operating income and net income for the last half of 1947 may not be as high as those for the first half, before price and cost increases included in the above estimates had occurred."

Working Capital Declining

Another article in the "Comment" analyzes changes since July, 1946, in the net working capital (current assets less current liabilities) of the Class I roads. The figure was \$1,702 million on July 31, 1947, as compared with \$1,914 million one year earlier—a reduction of \$212 million or 11.1 per cent. Observing how the costs of materials and supplies "have been constantly increasing," the bureau calculated that, with this item excluded, the drop in net working capital during the period

Estimated Effects of Increased Rates and Costs

October 15—December 31, 1947

District	Rate increase ¹ Millions	Per cent	Increased costs ² Millions
United States	\$125.2	8.9	\$136.1
Eastern district	47.0	8.5	53.5
Poconos region	5.7	6.4	6.2
Southern region	18.2	9.2	23.3
Western district	54.3	9.4	53.1

¹ Assuming that increases will become effective simultaneously on intrastate and interstate traffic.

² From carriers' exhibit, adjusted to October 15. Includes increases chargeable to capital account as well as to operating expenses.

from July, 1946, to July, 1947, was \$331 million or 25.6 per cent. It was also noted that the materials-and-supplies account had shown a "steady increase" (\$739 million in July, 1947, as compared with \$620 million a year earlier; but this was attributed to rising costs rather than increases in physical inventories.

The carriers' "quick assets" (cash and temporary cash investments) amounted to \$2,200 million in July, 1946, but were down 13 per cent, to \$1,914 million by July, 1947. Total current assets declined 8 per cent, from \$3,760 million to \$3,458 million, while current liabilities were off only 4.9 per cent, from \$1,846 million to \$1,756 million. "Although the quick assets of the roads still exceeded the total current liabilities at the end of July, the ratio of the former to the latter was somewhat lower than on the same date in the previous year," the bureau observed.

Preliminary figures, showing the volume of intercity freight traffic in 1946

by types of transportation, indicated that the railroads last year produced 602.2 billion ton-miles, or 68.1 per cent of the total (883.9 billion ton-miles) produced by all carriers. The 1946 estimates, together with comparisons with the five prior years, are set out in an accompanying table, which is like that regularly included by the commission in its annual reports to Congress.

The bureau's comment on the figures observed that "although the total volume of intercity freight traffic in 1946 was much below the 1944 peak," the 1946 total was nevertheless "substantially above the volume in 1941 and not greatly below the level of 918.8 billion ton-miles produced in the war year of 1942." Attention was also called to the 52.5 per cent rise in railroad ton-miles from 1941 to 1943, when the railroads handled 72 per cent of the total. The drop from that figure to 69.2 per cent in 1944 was attributed to the "sharp increase" in ton-miles produced by pipe lines.

"Despite large declines in the total volume of rail ton-miles in 1945 and 1946," the bureau continued, "the railroad proportion of the total for all carriers declined insignificantly, although the for-hire and private trucks showed sharp increases in the total volume of ton-miles in both these years as well as substantial relative increases. Both the inland waterways and the pipe line ton-miles in 1945 and 1946 declined below the 1944 level and in consequence there was practically no improvement in the relative standing for the former method of transport while the latter showed an appreciable loss as compared with 1944."

Holdings of Rail Securities

In presenting figures on holdings of railroad securities, the bureau called attention to their showing that the par value of unmatured funded debt in the

(Continued on page 69)

Volume of Intercity Freight Traffic in Ton-miles by Kinds of Transportation

Transport agency	1941	1942	1943	1944	1945	*1946
	Ton-miles (billions)					
1. Railways, steam and electric, incl. mail and express	481.8	645.3	734.7	745.9	691.1	602.2
2. Highways, for-hire and private trucks	57.1	50.2	48.2	49.3	56.1	66.0
3. Inland waterways including Great Lakes	140.5	148.6	141.6	150.1	142.8	123.1
4. Pipe lines (oil) ¹	77.8	74.7	96.3	132.3	123.3	92.5
5. Airways (domestic revenue service incl. express and mail)	2	2	0.1	0.1	0.1	0.1
Grand total	757.2	918.8	1020.9	1077.7	1013.4	883.9
	Percent of annual total					
1. Railways, steam and electric, incl. mail and express	63.6	70.2	72.0	69.2	68.2	68.1
2. Highways, for-hire and private trucks	7.5	5.5	4.7	4.6	5.5	7.5
3. Inland waterways including Great Lakes	18.6	16.2	13.8	13.9	14.1	13.9
4. Pipe lines (oil) ¹	10.3	8.1	9.4	12.2	12.1	10.4
5. Airways (domestic revenue service incl. express and mail)	2	2	0.1	0.1	0.1	0.1
Grand total	100.0	100.0	100.0	100.0	100.0	100.0

* Preliminary estimates.

¹ Includes Big Inch and Little Inch lines, which commenced operations in February 1943 and January 1944, respectively, and discontinued operations in the fall of 1945.

² Less than one-tenth of a billion.

³ Less than .1 percent.

Supervisors Key to Safer Railroads

Safety men thrash out problems at three-day Chicago meeting;
Budd of C. & E. I., White of M. P. and Young of I. C. make talks

A RAILROAD president, a chief operating officer and a director of personnel last week told approximately 300 railroad safety officers that the achievement of safer railroads rested primarily on the shoulders of supervisors, who must be competent teachers, interested in the well-being of their men. Agreeing on this point, although they spoke at separate sessions of the Steam Railroad Section of the National Safety Council in Chicago on October 7 to 9, inclusive, were John M. Budd, president of the Chicago & Eastern Illinois; R. C. White, chief operating officer of the Missouri Pacific; and C. R. Young, director of personnel of the Illinois Central.

The three-day meeting—held in connection with the 35th National Safety Congress and Exposition, October 6-10, inclusive—also featured graphic movies and on-the-floor and panel discussions of problems of interest to the railroad safety officer. C. M. Bowling, superintendent of safety of the Louisville & Nashville, presided as general chairman of the section.

Mr. Budd, speaking on "Non-train Accidents," pointed out that recent changes in the relationship between employees and management have brought about many new problems for supervisors. He said that "the days of driving employees have passed, and in their place we have an era which calls for leadership of a high type. While it is true that safety departments are of the utmost importance and can go a long way in helping to prevent accidents, the final results depend upon the direct supervisors."

Use of the Highway

Mr. Budd, tracing the progress of safety on the railroads during recent years, asserted that some railroads are now transporting their maintenance of way and structures employees on the highways. "As dangerous as our highways are, I firmly believe that greater safety is offered by this change. . . . There are an ever-increasing number of miles of railroad maintained principally by floating gangs, and the trend in this direction is gaining. These larger gangs lend themselves very readily to movement by large buses."

The C. & E. I. president branded freighthouses as "the most backward

of all functions of a railroad." Merchandise traffic, he said, has "taken a new lease on life, however, and progressive managements are again coming to the front with devices and methods for handling this class of traffic."

Continuing, Mr. Budd declared: "Progress is not easy. Many times new equipment has been installed without sufficient consideration to the training of the employees who must use it. There is too often a lag between the installation of new equipment and the proper use and maintenance of it. This sometimes results in unsafe conditions. Probably our greatest difficulty is the necessity of changing old habits that have become fixed in faithful and well-meaning employees." He remarked, in conclusion, that "railroads have as one of their problems the task of making employment sufficiently attractive to obtain the high type of personnel required. I have every confidence that if our supervisors are given a high type of employees, adequate safety tools by our safety department, and the proper support by our managements, they will lead their men to new records of achievement."

Mr. White's Address

Mr. White spoke on "Train and Train-Service Accidents," declaring that "every officer or supervisor on a railroad division is a teacher and must understand that teaching and training are his obligation to his fellow man and his railroad. To be operated safely, a railroad must be operated by safe, thoughtful men. A thoughtful man can, by training, become the best safety 'device.'" He declared that a railroad devoid of mechanical safety appliances can and will be operated safely with safe men.

Commenting on a train accident which occurred in a fog, Mr. White said "a safe crew will function as safely in the dark, in a fog or in bad weather, as it functions in daylight and clear weather, the only difference being that it takes a little longer to do the job under 'fog' conditions." Supervisors, he stated, must teach men "to know what to do, how and when to do it, and most of all, appreciate why they should do it." He emphasized the importance of "on-ground" supervision, including well-planned surprise tests.

Mr. White told the safety men that attention to details is one of the most important factors in preventing accidents. To illustrate his point, he referred to a collision which cost the lives of 70 persons, declaring that it could have been prevented if the flagman had remembered to take the prescribed flagging equipment with him when he went out to flag "ahead." "He took a red lantern and one fusee, and no torpedoes," Mr. White stated. "He fell down and broke the only fusee he had, and tried to stop the oncoming train with his red lantern, which could not be seen between the two burning headlights. If he had taken torpedoes and placed them a sufficient distance, and had taken fusees and used them properly, the accident would not have occurred. The engineer failed in his duty as a 'captain' when he did not see that the flagman was properly equipped to perform his duty."

Speaking along these same lines, Mr. Young declared that the supervisor in any level of responsibility and authority is as much a part of management as the company's president. If the supervisor is not satisfied with the results of his own men, Mr. Young added, he should look to his own methods. He urged that the employees be given, among other things, a voice in the railroad's operations through a suggestion system, that they be informed of facts that vitally concern the road, and that they be afforded an opportunity for self-development.

During the final two days of the session, panel discussions were held on train and train-service accidents and on non-train accidents, during which time questions were encouraged from men in the audience. Conducting the former panel composed of eight safety officers was E. L. Duggan, superintendent of safety of the Atchison, Topeka & Santa Fe. The latter discussion was conducted by D. W. Naff, superintendent of safety of the Norfolk & Western. In the course of these discussions, views of safety officers were given on a wide variety of topics, ranging from the question of whether employees should be permitted to get on and off slowly-moving motor cars, to how railroads should handle accident-prone employees.

A portion of the first day's session was devoted to committee reports.

(Continued on page 68)

Freight Car Features Urgently Needing Correction for Improved Service

A discussion of some of the details of design
which now restrict freight car usefulness*

THIS report is intended to give freight car and specialty designers and builders a brief summary of freight car defects which the committee believes must be in large part eliminated if railroads are to achieve a freight car suitable for modern requirements. Before discussing the matter in detail, a brief review of past requirements and accomplishments is deemed advisable.

Originally, freight cars were built to the requirements of the individual car owner and not for interchange. Lading destined beyond owner's rails was transferred at connection points at considerable expense and with resultant delays. In 1866, rules were formulated between several railroads to govern the interchange of freight cars and to adopt certain standards such as wheels, axles, journal bearings, brake equipment, couplers and others, so that freight cars could be interchanged between railroads with considerable savings to the parties concerned.

Car department officers had an important part in these original agreements and have continued over the years to exert their influence in formulating and in operating interchange agreements by means of which many basically unsound features of car construction have been barred, and higher speeds and heavier loads have been made possible.

Progress Slow at First

Progress has been slow, largely because of economic conditions, but in recent years railroads have required the substitution of steel for wooden underframes; outlawed arch bars in favor of cast steel truck side frames; improved couplers; standardized draft gear performance and eliminated the hazard of open brake hangers; and promoted interchangeability of parts and appurtenances to expedite repairs. In some

instances, standardization has unfortunately tended to stifle progress or improvement.

Shippers are not too greatly concerned about the type of motive power provided, but are interested in the freight car which carries their goods, especially as to its design, size, capacity, condition and suitability for loading their particular commodity at a minimum of expense. Shippers expect, and properly so, that the commodity which they have placed in the care of the railroads will arrive at its destination promptly and in good condition.

The modern requirements for which freight equipment is to be provided should be carefully defined. Competition from air, highway and water carriers requires that freight train service shall become more dependable than it is at present and the time required for terminal inspection and repairs must be reduced. Delays en route due to failure of parts and appurtenances must be eliminated in order that cars may be operated over a number of divisions or different railroads without being set out for movement to repair tracks.

Higher Average Speeds

The committee does not expect maximum freight train speeds to exceed substantially those which are now in effect on many railroads, but it does expect that current acquisitions of new freight power will result in higher average speeds than at present. Decreases in station-to-station time will be largely wasted unless substantial improvements are made in the design of certain items of car equipment. Present freight cars will not be replaced in the near future and these existing cars must be operated and for a number of years will constitute the majority of the cars in any freight train which may be assembled. The number of new cars which may be built exactly as they would be designed to meet modern requirements will be a small percentage of the total in service for many years to come. For this reason, recommendations which the committee is making apply not only to new cars but to existing cars as well.

A survey was made of failures of parts which commonly cause most

freight car delays. It is regrettable that many of these parts are being perpetuated in old cars and duplicated in new cars under present day interchange rules.

The following statement of three classes of common defects which require bad-order carding to repair tracks was secured from the records of repairs to foreign freight cars made by three railroads for one week. It is on the basis of only one of each part per car. For example, if a car was carded for more than one pair of wheels, the count used was for one pair only. In this study, car wheels constituted 59 per cent of the defects; brake beams, 27 per cent; couplers, draft gears and attachments, 14 per cent.

Equally interesting are some figures developed by a private car owner from bills for repairs to truck parts of 450 cars, built and placed in general interchange service during 1940. These cars were considered of modern design and construction as built and the records are based on the first 45 months in service. Of the 450 cars, during 45 months of service, the number of pairs of wheels changed on account of defects was 1,560; brake beams applied, 540; brake hangers applied, 457.

It is conceded that the parts listed are the wearing parts of a car and that it is to be expected that they will be replaced periodically. It is not conceded that the ultimate has been reached and that better mileage cannot be expected from the substitution of improved designs and materials.

Urge Better Car Wheels

There has been improvement in car wheel design and manufacturing processes in recent years, but the quality of wheels in service generally is not satisfactory. The initial cost of wheels is a substantial percentage of new car cost and wheel renewals represent a large part of annual maintenance cost. Delays due to carding for wheels and damage to trucks, superstructure and lading of car caused by unsatisfactory wheels, even though they are not condemnable, are sources of considerable expense. Less tangible losses result from delays, causing dissatisfaction on

* An abstract of a committee report presented at the annual meeting of the Car Department Officers' Association, held September 15 to 18, inclusive, at Chicago.

The members of the committee were G. W. Bohannon, assistant chief mechanical officer, Chicago & North Western (chairman); L. J. Egeland, traveling A.A.R. inspector, Chicago & North Western; C. H. Green, engineer car construction, Illinois Central; H. L. Holland, mechanical engineer, Baltimore & Ohio; H. S. Keppelman, superintendent car department, Reading; and L. Lentz, engineer of car construction, Chicago, Milwaukee, St. Paul & Pacific.

the part of shippers. Railroads cannot afford to delay the development and universal adoption of more substantial wheels than those generally in use. Many wheel changes are caused by friction journal bearing failures and until some economical substitute is developed every effort must be directed to the improvement of friction bearing performance.

Standard brake beams not only contribute to repair expense and delays to shipments but, together with their fastenings, constitute a serious hazard. Standard brake beams are made up of a number of parts and frequent failures have resulted from separation of the several parts. There are brake beam arrangements available in which the beam is cast in one piece or welded together in such a manner that it may be considered as one piece. Elimination of threaded brake beam tension members and brake hangers and supports is a step in the right direction, but the owners of relatively few of our most recent cars have taken full advantage of these features.

Old Truck Sides Hazardous

The present cast steel truck side-frame, currently in use on modern equipment, is a decided improvement over the older types, in which practically all truck side failures occur. All of the older type truck sideframes should be removed from service as quickly as possible.

There have been decided improvements in design and construction of couplers. The committee's study indicated a large percentage of coupler failures but a more detailed analysis proved that most of the failures were with older type couplers rather than with Type-E couplers. It goes without saying that there is little to be gained in applying improved couplers to new cars if the program is not rapidly extended to existing equipment.

Improvements in draft gear design and testing have been notable but the committee does not understand that the car owner is obligated to provide the latest types of gears in his older cars, nor is there any compulsory inspection or testing. The most obsolete part in draw gear is the coupler cross key. It is difficult to understand why the cross key was established as a standard in preference to a vertical key and the committee feels that it is not too late to rectify this mistake. Many expensive separations, derailments, and wrecks have been caused by loss of a cross key, which usually depends upon a cotter pin to keep it in place.

The spring cotter or split key is used in many important places in modern freight cars as well as older cars and its failure due to improper applications,

or because it has been worn or broken due to improper use, is frequently a contributing factor to failures of other parts of the car. Any design which eliminates the use of cotter keys should be seriously considered.

There are available a variety of snubbing arrangements which can be applied to existing truck coil spring groups and there are a number of built-in snubbing devices available which are considered essential in the operation of time freights to reduce swaying and bouncing, resulting in damage to or shifting of lading, separations, etc. Snubbing is considered necessary for the trucks of tomorrow's freight car.

Despite the fact that large numbers of cars, especially box cars, are now on repair tracks or in storage yards on account of generally deteriorated condition of body, due to deferred maintenance as a result of wartime conditions, it is the committee's belief that present conventional designs of bodies will be satisfactory if periodic repairs by car owners are made. The committee has no suggestion to make which would radically change the design of the body

Supervisors Key to Safer Railroads

(Continued from page 66)

C. L. LaFontaine, general safety supervisor of the Great Northern and chairman of the Contest committee, announced the following rules changes which have occurred since the section's last meeting: (1) No railroad can win an award two years in succession, and (2) to be eligible for entrance into the safety contest, a railroad need only be shown once in table No. 99 of the Interstate Commerce Commission's accident bulletin.

Two railroads, the Chicago South Shore & South Bend and the Chicago, Aurora & Elgin, joined the Steam Railroad Section during the year, according to John E. Long, superintendent of safety of the Delaware & Hudson and past president of the National Safety Council, who headed the Membership committee. The memberships of three railroads were lost from the section during 1947. Two of these resulted from the consolidation of the Pere Marquette and the Chesapeake & Ohio, and of the Alton and the Gulf, Mobile & Ohio. The Alaska withdrew to enter into the council under a blanket membership maintained by the government for all of its agencies. Only four Class I railroads of the country operating 1,000 miles or more are not members of the council, Mr. Long stated.

The chairman of the Trespassing committee, J. R. Tenney, superintendent

of the modern car, as compared to many satisfactory designs that have been service tested over the years.

In summary, the freight car of tomorrow must operate at higher sustained speeds with fewer set-outs than is now generally possible. This car may be an existing car or one not yet built, and the railroads are therefore required to raise the standard of much of their present car ownership to that of new equipment which may be provided. It is expected that this can be done by concentrating on improvement of wheels, trucks, draw gear, and fastenings of all kinds and that such a program is economically justified.

In the face of increased operating expenses of all kinds and subsidized competition, railroads must improve the dependability of their service. Concerted action by the designers, repair forces, and members of the rules committees of the Association of American Railroads, all with due authority conferred by management, is necessary to secure the benefits awaiting general adoption of the "Freight Car for Modern Requirements."

of safety of the Western Maryland, reported that deaths due to trespassing had decreased considerably during the past 10 years as compared with the previous decade. From 1927 and 1936, inclusive, an average of 2,548 persons were killed annually as a result of trespassing on railroad property, while from 1937 to 1946, inclusive, the average yearly deaths totaled 1,960.

The success of the council's "Signs of Life" program—a large portion of which is devoted to the prevention of highway-railroad crossing accidents—was reported on by G. W. Elste, superintendent, safety department, of the Baltimore & Ohio. Since inauguration of the program last June, 46 states have become actively engaged in the program and have distributed nearly 2,000,000 safety leaflets. A sound slide-film entitled "Signs of Life" is in the hands of safety officers in 37 states, and is being employed by many railroads for employee and public showings. Several large insurance companies have added it to their circulating film libraries.

Mr. Elste said that 515 publications throughout the country requested the use of a mat of the official poster of the program, and that nearly 3,000 separate radio broadcasts have been made in support of the program, the purpose of which, so far as highway-rail intersection safety is concerned, Mr. Elste added, is "to change the public attitude toward highway-rail intersections, toward the signs and signals thereat, and toward the question of the individual

responsibility involved in negotiating crossings safely."

Other reports were given by T. H. Carrow, superintendent of safety of the Pennsylvania, for the Statistics committee, who analyzed the I. C. C.'s railroad employee casualty figures; L. B. Harper, personnel assistant of the Illinois Central, for the Visual Education committee; and W. H. Roberts, superintendent of safety, Chicago & North Western, the secretary and news letter editor.

New officers of the section for the coming year are Mr. Roberts, general chairman; D. E. Mumford, superintendent of safety of the New York Central, vice-chairman; and Mr. Harper of the I. C., secretary and news letter editor. It was announced that, due to the increasing use of Diesel-electric motive power, the section will henceforth be known as the Railroad section, rather than by its present name.

Needed—a New Transportation Act

(Continued from page 61)

and the act should also make provision for its levy. Strong opposition to such a program will be met, and difficulties are faced in its effectuation—yet, in all fairness, no less can be done.

I believe the regulation of all forms of transport, in their economic aspects, should be centered in the Interstate Commerce Commission. I also believe that other governmental functions which relate to transport should be made a responsibility of a single agency. To this end, the "Transportation Act of 1950" should create a Department of Transportation, this department to be wholly independent of other governmental units, to have a separate budget, to report directly to the President, and to have at its head a man of high rank—perhaps with cabinet status. Progressively through the years the Interstate Commerce Commission has had assigned to it responsibilities which are in no way related to its basic regulatory function—that are, rather, executive in nature. Illustrative of this are the Sixteen-Hour Law and the Boiler Inspection Act. The Civil Aeronautics Administration performs a variety of functions and has heavy responsibilities, yet none of these partake of economic regulation. Its work, as well as a portion of the work of the Civil Aeronautics Board, is executive in character. The Public Roads Administration also performs work that is executive and administrative in nature, not regulatory.

To a Department of Transportation should be assigned all of these functions, thus effecting a definite separation be-

tween quasi-judicial and quasi-legislative functions on the one hand, and administrative or executive functions on the other. To this department might well be assigned other responsibilities during times of peace and upon it might well be placed heavy responsibilities during periods of emergency, be the emergency one of peace or of war. It might appropriately be asked to perform such functions, perhaps, as are now being discharged by the Office of Defense Transportation—even as performed by it during World War II.

A Department of Transportation, adequately powered and staffed, should be able to make positive contributions of consequence—and, in addition, with all executive functions centered in a single agency, it is probable that that competition which now exists between and among the various agencies of government in the promotion of particular forms of transport could be eliminated.

From certain groups there is strong demand that the Interstate Commerce Commission be reorganized. By these it is asserted that, organized as at present, the commission is unable expeditiously to meet demands made upon it by those subject to its control and that, in addition, it falls short in its understanding of the problems of those forms of transport more recently brought within its orbit. With the economic regulation of air transport transferred to this body, a yet more insistent demand would arise for a thoroughgoing reorganization. With the creation of a Department of Transportation and transfer to it all transport functions that are not interlocked with economic regulation, it would seem that the need for any sweeping reorganization of the Interstate Commerce Commission would disappear. Perhaps it might be desirable to give to that body by statute yet broader powers than now possessed to adapt organization and procedure to changing needs as they arise, as well as to delegate and assign responsibility; but, beyond that, it would appear needless to go.

I have failed to touch upon numerous matters of importance—some of these little less knotty than labor or an adequate rate of return. For these inadequacies, these omissions, I can offer time as my only explanation. I see in the "Transportation Act of 1950" a great opportunity for statesmanship on the part of every group with an immediate interest in the field, as well as for congressional leaders. Sharp differences will appear as the spade work is done upon the act-to-be, but from those differences should come better understanding by all and a more workable program. I see also for such act a great need. Transport suffers today because of improper and inadequate legislation and

that injury will grow to increasing public disadvantage.

Rate Increase Won't Offset Cost Rise

(Continued from page 65)

hands of the public (that portion not held by railway companies) declined from \$11,880 million in 1930 to \$8,495 million in 1946, a reduction of \$3,385 million or 28.5 per cent. The drop was attributed principally to financial reorganizations under section 77 of the Bankruptcy Act and debt retirements by many roads. During the war years, it was pointed out, the amount of funded debt outstanding dropped "sharply," decreasing almost \$2 billion in the five years 1941-45. Changes in the amount of capital stock outstanding in the hands of the public have been "comparatively small," the December 31, 1946, total having been \$7,014 million as compared with \$7,186 million as of the close of 1930.

Figures showing holdings of railroad securities by railroad companies indicated that \$2,337 million of unmatured funded debt and \$2,699 million of capital stock were thus held as of December 31, 1946. These represent respective decreases of 1.4 per cent and 6.8 per cent below comparable 1930 figures of \$2,369 million and \$2,897 million.

The bureau's usual analysis of latest revenue on a daily basis was 10.5 per cent above July and 9.2 per cent above August, 1946, "without adjustment for the difference in the number of Sundays." Passenger revenues were up 0.4 per cent from the previous month, but down 16.2 per cent as compared with August, 1946. The August freight revenue index (based on the 1935-39 monthly average as 100) was 229.6, the highest since June, 1945, and it compared with July's 207.8 and August, 1946's 203.4. The passenger revenue index was 268.4, compared with July's 267.4 and August, 1946's 320.1.

The net railway operating income for the 12 months ended with August was put at \$829,633,000 and the net income at \$517,756,000. These compare, respectively, with \$413,863,000 and \$49,773,000 for the 12 months ended with August, 1946, and \$1,087,684,000 and \$685,666,000 for the 12 months ended with August, 1945.

The "Comment" also presented a summary of reports made for this year's first quarter by 49 freight forwarders having gross annual revenues of \$100,000 or more. The summary showed that the reporting forwarders had a net income of \$1,708,697 for the three months. That compared with a net of \$404,428 for the first quarter of 1946.

GENERAL NEWS

Builders, Steel Firms to Discuss Allocations

Committees will meet in effort to increase production of freight cars

A so-called "task committee" of freight car builders, which will confer in the near future with previously organized committees of steel company representatives and railroad and government officials in an effort to increase the allocation of steel for the production of freight cars, was created at Washington, D. C., this week, following an October 15 conference called by Senator Reed, Republican of Kansas.

The committee, of which S. M. Felton, president of the American Railway Car Institute, is chairman, includes R. A. Williams, vice-president, American Car & Foundry Co.; W. J. Curley, vice-president, General American Transportation Company; F. M. Cowgill, vice-president and general manager, Ralston Steel Car Corporation; L. C. Haigh, vice-president, Magor Car Corporation; W. N. Barker, executive vice-president, Pullman-Standard Car Manufacturing Company; and J. F. MacEnulty, chairman, Pressed Steel Car Company. Additional members of the committee will be named at a later date.

The conference was called by Senator Reed in order to determine the reason for the failure of the car builders and railroad shops to produce a monthly quota of 10,000 new cars, as scheduled earlier this year. The September output, it was reported, totaled approximately 7,015 cars, as compared with 5,610 cars retired, thus marking the first in many months that the number of cars produced exceeded those removed from service. At the same time, Senator Reed made public Office of Defense Transportation compilations which showed that Class I roads, during the first eight months of 1947, have installed 28,858 new freight cars while retiring 38,726.

According to Senator Reed, the steel companies have carried out their promise to deliver sufficient steel to the car builders and railroads for a combined production of 10,000 cars monthly. He added that approximately 85 per cent of the 116,546 cars now on order should be constructed by the former. He also said that the car builders were using the steel to construct stoves, propane gas tanks, mine cars and additional products other than freight cars.

In this connection, however, Senator Reed said it was emphasized by the car builders and railroads which manufacture their own cars that the output of new units is hampered primarily by an uncoordinated distribution of vital component

Rate Boost Effective; Further Hearings Set

Freight rate increases approved by the Interstate Commerce Commission in the so-called interim phase of the Ex Parte 166 proceeding became effective as to interstate traffic on October 13. The commission's decision, noted in the *Railway Age* of October 11, page 64, had authorized publication of the advance on three-days notice, and the railroads got the necessary tariffs on file October 10.

The increase will raise freight rates by an overall average of 8.9 per cent, yielding on an annual basis more than \$600 million in additional revenue. This assumes that intra-state rates will also be increased, and the railroads are proceeding in their undertaking to bring that about, favorable action having already come from some state regulatory authorities.

The schedule of further hearings on the railroad petition's basic request for a permanent increase amounting to about 27 per cent was announced by the commission on October 16. The dates, places and presiding commissioners are as follows:

November 3, Chicago, Hotel La Salle, Division 2, consisting of Chairman Aitchison and Commissioners Mahaffie, Splawn and Alldredge.

November 17, Montgomery, Ala., State House; Commissioner Alldredge.

November 17, Salt Lake City, Utah, Hotel Newhouse, Chairman Aitchison.

November 21, Los Angeles, Cal., Pacific Electric building, Chairman Aitchison.

November 24, Fort Worth, Tex., Texas Hotel, Commissioner Splawn.

November 24, Boston, Mass., State House, Commissioner Mahaffie.

November 28, Portland, Ore., Public Library, Chairman Aitchison.

December 8, Washington, D. C., Commission offices, Division 2.

steel parts, although R. L. Glenn, director of the O. D. T.'s manpower and materials division, later told newspapermen that the component-parts situation generally is in "good shape." Senator Reed also noted that the conference was informed by General C. D. Young, vice-president, purchases, stores and insurance of the Pennsylvania, that car building production lines cannot be set up until all component parts are received. General Young, Senator Reed added, also suggested that the car builders, railroads and part manufacturers meet jointly and advise the steel companies as

(Continued on page 73)

Senator Reed Defers I. C. C. Investigation

Rock Island and rate cases delay probe into handling of rail reorganizations

The proposed investigation of the Interstate Commerce Commission's administration of railroad reorganization cases under section 77 of the Bankruptcy Act has been deferred for "a month or more," it was announced in Washington, D. C., this week by Senator Reed, Republican of Kansas, chairman of a subcommittee of the Senate committee on interstate and foreign commerce which contemplates conducting the probe.

According to Senator Reed, postponement of the hearings, originally scheduled for September 30 and later deferred indefinitely, was brought about by two recent developments. The first was an October 9 letter from Chairman Clyde B. Aitchison, on behalf of the commission, to Chief Justice Vinson of the Supreme Court of the United States with respect to the pending reorganization of the Chicago, Rock Island & Pacific. The other reason for deferring the hearings, Senator Reed said, was "to avoid, if possible, delaying the determination of the important rate cases now pending before the commission."

Letter to Supreme Court—Chairman Aitchison's letter, made public by Senator Reed, dealt with the petitions for the issuance of a writ of certiorari now pending before the high court in the Rock Island proceeding. The chairman informed Chief Justice Vinson that the commission desired to direct attention to "certain matters which the court may desire to consider in the exercise of its discretion in passing on the petition for the writ," adding that "should certiorari be granted and the plan eventually be remanded to the commission, the commission is prepared to give full hearing on the facts and a report thereon as may be warranted."

"As we understand it," Chairman Aitchison's letter continued in part, "the petitions for the writ seek to bring up to the Supreme Court by certiorari the order of the Circuit Court of Appeals for the Seventh Circuit, which reversed the order of the district judge whereby the district judge had ordered the plan of reorganization sent back to this commission for further proceedings."

According to Chairman Aitchison, the commission set the plan for further hearing upon receiving notice of the motion of the district court. He added, however, that the hearing date was canceled and

the matter suspended upon the commission's docket as a result of the decision of the circuit court to reverse the findings of the district court.

"Since the plan was sent to the district court by the commission, there have been material changes in the situation as it affects the condition of the debtor," the commission chairman wrote. "The commission, of course, does not attempt to appraise the effect of these changes so far as they may effect the provisions of the plan, which we understand are developed at length in the record of the courts."

Senator Reed said he considered the commission's action a "commendable and significant change in the policy of refusing to inform the courts upon its own initiative." "I have no doubt that that the Supreme Court will fully appreciate the significance of the commission's action, and aside from any other grounds presented in the briefs filed by various parties in that [Rock Island] case, will direct the return of the Rock Island plan to the commission for reconsideration in view of the material changes referred to by the commission," the subcommittee chairman continued. "This reversal of policy by the commission removes the principal urgency for immediate committee hearings."

Will Study Reforms in Law—Senator Reed also said that "progress on the investigation will continue in order to present an adequate and comprehensive study of the commission's administration of rail reorganization and the reforms needed in such practice or in the law itself." He added that dates for the hearings will not be set until the time for the disposition of Ex Parte 166 and other rate cases is clarified.

At the same time, the subcommittee chairman disclosed that the investigation would consist first of written statements from the commission, including individual commissioners, in answer to subcommittee questionnaires with respect to the commission's "past and future policies" in rail reorganization cases. Senator Reed said that answers to some of the "questionnaires" already have been completed and returned to the subcommittee and that others are now in hands of members of the commission. The subcommittee, he added, will hear the commissioners orally as to these matters.

Senator Reed also took advantage of his October 14 press conference to discuss what he described the "improvement in financial position between December 31, 1940, and December 31, 1946, of roads in the hands of courts. "The commission," he said, "has given no consideration to this improved showing."

Data on Bankrupts' Gains—In this respect, he made public a detailed set of statistics "derived from published sources deemed reliable and substantially comparable" showing the "financial improvement" during the six-year period for the following roads: Rock Island, \$73,167,172; New York, New Haven & Hartford, \$154,927,398; New Orleans, Texas & Mexico, \$34,219,665; St. Louis-Southwestern, \$46,543,503; and Missouri Pacific, \$166,205,023. Senator Reed further called attention to the fact that the Rock Island's net cur-

rent assets of December 31, 1940, amounted to \$10,615,519, as compared with \$77,720,848 as of December 31, 1946.

The subcommittee chairman again hailed the reorganized status of the St. Louis-Southwestern, which earlier this year emerged from bankruptcy with the stockholders' equities preserved despite the fact that the commission-approved plan of reorganization would have wiped out such equities. At the same time, he said the commission- and court-approved plan of reorganization for the New Haven (see *Railway Age* of October 11, page 62) was "ruthless and arbitrary" in that it wiped out the holdings of many preferred and common stockholders.

In addition to Senator Reed, other members of the subcommittee include Senator Hawkes, Republican of New Jersey, and Meyers, Democrat of Pennsylvania. The latter and Senator Reed are co-sponsors of a bill, S.249, which would set up procedures for the voluntary readjustment of railroad financial structures, including provisions making such procedures applicable to certain railroads already undergoing reorganization as well as to roads not yet in the hands of the court. The bill was left pending on the Senate calendar when Congress adjourned in July, and the House likewise failed to act on a similar bill, H.R.3980, sponsored by Representative Reed, Republican of Illinois. As reported in *Railway Age* of August 9, page 71, Senator Reed called the failure of Con-

gress to enact one of those measures "a most disheartening disappointment to countless thousands of investors."

R.E.A.-Teamsters Progress in Wage-Case Settlement

The strike by approximately 6,000 members of the International Brotherhood of Teamsters, American Federation of Labor affiliate, against the Railway Express Agency in New York and New Jersey came to an end on October 14 on the basis of a promise by New York's Mayor William O'Dwyer to ask President Truman and the National Mediation Board for the immediate appointment of an emergency panel to hear the dispute. The strike had begun on September 19 when the R. E. A. declined to yield to the union's demand for a forty-hour week, and was called without recourse to the adjudication provisions of the Railway Labor Act.

Extension to Express Agency employees elsewhere who are represented by the International Brotherhood of Teamsters of the 15½-cents-per-hour wage increase granted to those represented by other unions has been recommended by the emergency board which President Truman appointed to investigate the dispute arising out of the teamsters' heavier demands. The latter included requests for a 40-cents-per-hour wage increase and a 20 per cent differential for night-shift work, both of which the board would reject.

* * *



At ceremonies in Baltimore, Md., on September 30, W. S. Hill (left) vice-president in charge of manufacturing, and R. G. Bellezza, president, of the Locke Insulator Corporation, inspect a replica of an old potter's wheel in connection with the dedication of the new Fred M. Locke ceramic research laboratory

The 15½-cents-per-hour wage increase which it recommended would be retroactive to September 1, thus giving the employees involved the same raise as that awarded to non-operating railroad employees by the arbitration board and accepted by the Brotherhood of Railway Clerks and other non-op unions for those of their members who are R. E. A. employees.

The board's report, which was submitted to the President on October 13, applies to I. B. T. members among R. E. A. employees in Cincinnati, Ohio; Cleveland; Newark, N. J.; Philadelphia, Pa.; St. Louis, Mo.; San Francisco, Cal., and Chicago. Although the Teamsters also represent R. E. A. drivers in New York, their demands, which brought the recent strike, were not before the present board.

In making its recommended increase conform to the pattern set by the arbitration award to non-operating railroad employees, the board reasoned that to allow members of the Teamsters a greater increase would have a tendency to throw the entire wage structure of the railway and express industries out of balance and precipitate new wage demands. Members of the board were Chairman Leverett Edwards, H. Nathan Swaim, and Norman J. Ware.

Women Railway Employees

Class I railways had 70,700 women employees as of the middle of July, a decrease of 594 from the mid-April total of 71,294, and the proportion of women employees to total employees fell from 5.3 per cent to 5.11 per cent, according to the latest report on the subject by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The total of 70,700 women employees as of the middle of July compares with a July, 1946, total of 77,552. The totals of all employees at the same times were 1,383,018 and 1,349,588, respectively.

As compared with mid-April, however, there were increases in the mid-July figures for women employees in several employment groups. The largest decrease continues to be included in the professional, clerical and general category, for which the mid-July total was 56,270, as compared with the mid-April total of 56,765. There were 6,792 women employed in maintenance of equipment and stores as compared with 6,985 in mid-April, 7,385 as compared with 7,309 in transportation work, other than train, engine and yard, and 165 as compared with 155 in maintenance of equipment and stores.

Signaling Hearings

Petitions filed by the Minneapolis, St. Paul & Sault Ste. Marie for itself and as operating agent of the Wisconsin Central for vacation or modification of the Interstate Commerce Commission's order of June 17 in the Docket No. 29543 proceeding, wherein it required the carriers to install certain signaling devices on lines over which high-speed trains are run, have been assigned for hearing November 20 at the Morrison Hotel, Chicago. Commissioner Patterson and Examiner Hoy will preside.

As reported in *Railway Age* of October

11, page 71, Commissioner Patterson and Examiner Hoy also will preside at hearings at Chicago on November 17 at which time the petitions filed by the Chicago, Rock Island & Pacific, Chicago & North Western and the Chicago, St. Paul, Minneapolis & Omaha for relief from the same order will be considered.

Emergency Board Appointed

President Truman on October 15 appointed an emergency board to investigate a dispute between the Atlanta & West Point and the Western of Alabama and certain of their employees who are represented by the Brotherhood of Locomotive Engineers. The dispute, which had brought the threat of a strike set for October 16, involves the seniority of certain engineers promoted from the ranks of firemen and a demand for reinstatement of an engineer. Members of the board are Judge E. M. Tipton of the Supreme Court of Missouri; H. H. Schwartz, former member of the National Mediation Board, and J. T. McCann, attorney, of New York.

Wreck Report Cites Fireman's Absence from Diesel Cab

Reporting on an August 6 collision between a Chicago, Burlington & Quincy freight train and an Illinois Central passenger train at an intersection of those roads near Litchfield, Ill., the Interstate Commerce Commission has given special emphasis to the fact that the "fireman" of the I. C. train's Diesel-electric was not in the engine's control compartment at the time of the accident. The collision resulted in injuries to 29 passengers, 1 railway mail clerk, 8 dining-car employees, 2 coach attendants, and 2 train-service employees; and the report, by Commissioner Patterson, found that it was caused by "failure to operate the Illinois Central train in accordance with interlocking signal indications."

The evidence with respect to the fireman showed that he had left the control compartment just prior to the accident to ascertain the cause of a warning signal that indicated "an irregularity in the engine compartment." And the engineer testified that, because of this occurrence, his attention was distracted, and he did not observe the proceed-preparing-to-stop-at-next-signal indication displayed by the approach signal governing his movement to the intersection.

"In addition to the present accident, during the past six years," the report said, "the commission has investigated six accidents in which the fireman was not stationed in the control compartment of the engine at the time each of these accidents occurred. These accidents resulted in the death of 22 persons and the injury of 122 persons. The operating rules of the Illinois Central require all members of an engine crew to communicate to each other, when practicable, the indication of each signal affecting the movement of their train or engine. However, the fireman on a Diesel-electric engine is required to check the performance of the engines. During the time the fireman is performing his duties in the engine compartment he is

not in a position to observe the indications of the signals. In this instance the fireman was in the engine room of the first unit and did not see the indications displayed by either the approach nor the home signal."

The intersection is 1.19 miles south of Litchfield, where the Centralia, Ill.-Concord line of the Burlington's Beards-town division crosses the Glen, Ill.-Clinton line of the I. C.'s Springfield division. In the vicinity of the crossing both lines are single-track. On the Burlington, trains are operated by timetable, train orders and a manual block system, while the I. C. trains are operated by timetable, train orders and an automatic block-signal system. The crossing is protected by an interlocking, and a split switch-point derail is located on the I. C. main track about 350 ft. south of the center line of the crossing.

At the time of the accident, the route through the interlocking had been lined for the Burlington freight—Extra 6106 North which consisted of a steam locomotive, 70 cars and a caboose. Thus the governing approach and home signals on the I. C. line displayed proceed-preparing-to-stop and stop, respectively, for the passenger train—No. 22 which consisted of a 2-unit Diesel-electric and 7 cars. As noted above, the I. C. engineer failed to observe the indication displayed by the approach signal; so his train was traveling at its 75 m.p.h. speed limit when he saw at "some distance" the home signal's stop indication. He then moved the brake valve to emergency position, but the train passed the home signal and was derailed at the derail when moving at an estimated speed of 65 m.p.h. The equipment continued in line with the track and was moving at an estimated speed of 30 m.p.h. when it struck the first car of the Burlington freight, which was proceeding through the intersection at an estimated speed of 15 m.p.h. The rear truck of the tender and the first eight cars of the freight train were derailed and "badly damaged." Both Diesel-electric units and the first five cars of the passenger train were derailed, they, too, being "badly damaged." The weather was "clear" at the time of the accident, which occurred at 10:15 a. m.

Rail Transportation Institute Hears John M. Budd

Despite the difficulties which today beset the American railroads, their continued part as the nation's major transportation agency is assured for a long time to come, John M. Budd, president of the Chicago & Eastern Illinois, told the members of the Association of Railroad Transportation Institutes who attended the association's first annual convention at Chicago on October 10. Hinting that great technological progress in the construction and maintenance of motive power, rolling stock and right-of-way would permit the carriers to overcome existing obstacles to their prosperity, Mr. Budd asserted that the members of the association, who are mostly young supervisory officers—graduates of American University's Rail Transportation Institute—would have a major part to play in the

railroads' future. He strongly commended the interest and enthusiasm which prompted organization of the association, which is an outgrowth of three Rail Transportation Institutes sponsored by American University, Washington, D.C., in cooperation with the Association of American Railroads, and directed by L. M. Homberger (see *Railway Age* of February 2, 1946, page 293 and April 6, 1946, page 735. Thomas E. Burke, mechanical supervisor, Chicago, Rock Island & Pacific, St. Paul, Minn., was re-elected president of the association for the ensuing year.

Builders, Steel Firms to Discuss Allocations

(Continued from page 70)

to what specific types of steel are needed.

Senator Reed expressed confidence that the production of 10,000 cars per month, which he seeks to be continued for 30 months, would be reached in November. He added that both he and Colonel J. Monroe Johnson, director of the O. D. T., had been assured by President Truman and Attorney General Clark that the committees, through their joint action, would not be subject to prosecution under the anti-trust laws.

In a statement distributed following the conference, Mr. Felton asserted that the weakness of the program up to now has been due to the fact that the car builders and steel company representatives have never been brought together at one time to work out the difficulties of steel distribution.

According to Mr. Felton, 142,350 tons of steel are needed to produce 8,500 cars. "For July," he continued, "the car builders received 95,502 tons, or a deficit of 46,848. From this figure is deductible approximately 10,000 tons monthly which the car builders receive from specialty manufacturers, leaving a deficit for that month of 36,818 tons. These figures are presented not to question total tonnage of steel shipped in furtherance of the program, but to show that the car builders are not receiving sufficient steel to carry through their part of the program."

Mr. Felton also took exception to the implication that the car builders are diverting steel from the freight car program, although he admitted that they are manufacturing products other than freight cars. "All of these uses together require only a small proportion of the steel coming into the plants of the car builders, and steel for these purposes is identified in ordering steel for the purpose for which it is to be used," he said.

New Haven Officers State Case for Higher Fares

The newly-reorganized New York, New Haven & Hartford is already confronted with a financial emergency, Howard S. Palmer, president, told the Interstate Commerce Commission in New Haven, Conn., on October 8. Recounting greatly increased costs of operation because of wage and price increases, Mr. Palmer asked the commission to permit the New Haven to increase regular coach passenger fares from 2.5 cents a mile to 2.875 cents



The Long Island has installed in 36 of its passenger cars a new upholstery fabric woven of Velon plastic yarn which is reported to be wear-resistant, color-fast and non-combustible. Two different designs and three different colors have been used—green plaid, turquoise herringbone on gray and maroon herringbone on gray. Installation of the new upholstery is part of the program begun in connection with the road's offer to undertake far-reaching improvements if granted an increase in commutation fares

* * *

a mile. At the same time he pointed out that the requested higher fares would still be substantially below the rate of 3.6 cents a mile in effect up to 1936.

Under present freight and passenger rates, Mr. Palmer said, the New Haven in 1947 will show a rate of return of less than 1 per cent on the depreciated book investment in road and equipment, plus materials and supplies and a minimum cash balance. The year's operation, he added, would result in a deficit in net income of \$3,577,000. While this will be partly offset by a federal income tax "carry back" credit of \$1,117,000, even after that there will still be a deficit of \$2,460,000 for the year. The increase asked, he said, "is estimated to produce \$442,000 per month—or approximately \$5,300,000 per annum. It is the responsibility of management to urge prompt correction of our rate and fare structure to eliminate such deficits," he concluded. "We believe that the Interstate Commerce Commission has a responsibility to authorize prompt adjustments to that end."

George T. Carmichael, vice-president, who followed Mr. Palmer at the hearing, said that because 47 per cent of the gross passenger revenue and 48 per cent of the operating costs were attributable to passenger service operations, it was particularly essential and necessary that the New Haven look to this service for a substantial portion of the additional revenue needed to meet the increase in expenses caused by increased wages effective September 1, 1947, and increased material and fuel costs.

Mr. Carmichael explained that if all the applications for rate increases were granted, and assuming a decrease of 5 per cent in freight traffic volume and 10 per cent decrease in passenger traffic volume,

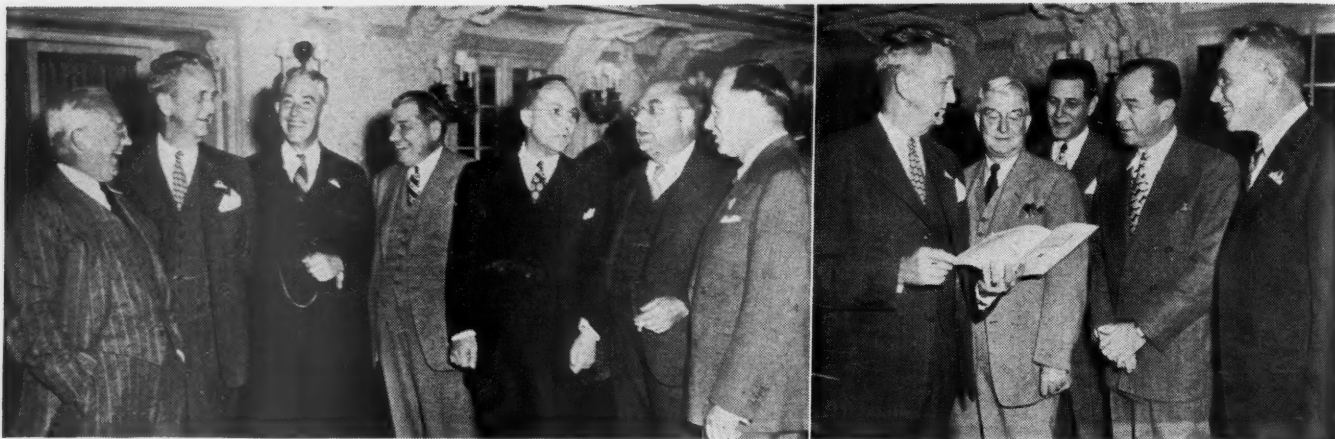
he estimated there would be an increase of over \$29,000,000 in gross revenue in 1948. This would result in a net income, after all charges, of \$12,706,000, and would represent a return of 5.46 per cent. He also said that while this was a bright picture if accomplished, it did not make any allowance for increase in material prices, nor for any increase to the operating unions which have presented demands for an increase in pay of 30 per cent, or a minimum of \$3.00 per day.

Ernest C. Nickerson, general traffic manager, said that if "allowance is made for the change of the purchasing power of the dollar generally compared with 1940, the coach fare herein sought represents a lower fare than the 2 cents per mile fare which was in effect during the last nine months in 1940."

Landing Craft Didn't Work Out as Efficient Water-Carrier Vessel

War-surplus landing craft of the LCT type have "generally proven unsatisfactory" for water-carrier services involving the port-to-port transportation of highway trailers, according to the Interstate Commerce Commission's report on further hearing in the Bintliff case. The case is docketed as W-923, and the present report by the commission's Division 4 is dated October 7.

It grants Gulf Coast Lines, Inc., present holder of a certificate covering operating authority originally granted to Chester D. and David C. Bintliff, an amended certificate embodying broader authority than it has heretofore had to operate as a common carrier by water between specified points along the Gulf Intracoastal Waterway and along the Gulf of Mexico coast.



National Malleable Holds Reception at Chicago

On September 30, some 200 railroad and railroad supply executives were greeted by the executive staff of the National Malleable & Steel Castings Co. at a reception in the Blackstone hotel in Chicago. Pictured above are a few of those present at the gathering. Left (reading left to right)—B. C. Graves, president of Union Tank Car Co.; C. H. Pomeroy, president, National Malleable; J. F. Hutson, Chicago district manager of National Malleable; General Carl Gray, vice-president, Chicago & North Western; John W. Barriger, president of the Monon; Tom A. Gorter, vice-president, Pullman-Standard Car Manufacturing Company; and Herbert Mausk, National Malleable. Right (reading left to right)—Mr. Pomeroy; G. H. Minchin, vice-president, operation, Atchison, Topeka & Santa Fe; W. A. Callison, vice-president of the American Locomotive Company; E. S. Marsh, executive assistant to the president of the Santa Fe, and Mr. Hutson.

* * *

Among other things, the original certificate restricted the service to general commodities loaded in trailers which in turn were to be carried on self-propelled vessels of the LST type, three of which were acquired. The amended certificate permits the transportation of the trailers in barges and also grants certain authority for the transportation of cargo not loaded in trailers.

As to the LST vessels, the present report states that their engines "have broken down," and they have been replaced in service by towboats operated under temporary authority granted by the commission. The report goes on to say that Coyle now proposes "to abandon the landing craft operation originally contemplated"; it will "remove the engines from those vessels and use them as non-self-propelled vessels."

Approves C. & D. Rules Change to Meet Strike Conditions

Division 2 of the Interstate Commerce Commission has found "just and reasonable" suspended tariffs whereby railroads in Official Classification territory propose to make their rules limiting l.c.l. pick-up and delivery service apply more specifically to situations arising from strikes, picketing or other labor disturbances. The order, accompanying the commission's report in I. & S. No. 5451, vacates, as of October 23, the suspension order on the tariffs which were originally filed to become effective December 23, 1946.

As the commission pointed out, the railroads did not concede that they have been required to perform services at locations where it was impracticable to do so, but they framed the new rule "clearly to inform the public as to the holding out . . . so as to eliminate, as much as possible, arguments and litigation." The modification was opposed by the National Industrial Traffic League and other protestants, including the Port of New York Authority, the Shippers

Conference of Greater New York, and the New Jersey Industrial Traffic League.

Can't Drop Rail-to-Steamship Cartage at New York

In the absence of a plan for "immediate substitution of a proper and reasonable arrangement for such transfer," Division 3 of the Interstate Commerce Commission has found "unjust and unreasonable" suspended tariffs whereby railroads serving New York proposed to cancel their published charges for truck transfer at that point of shipments of domestic freight, moving at other than joint rates, from railroad stations or piers to piers of coastwise and intercoastal steamships. The commission's report in I. & S. No. 5487 orders the suspended schedules canceled.

The railroads' published charge for the transfer service was 11 cents per 100 lb. when the record in the case was made early this year. Their decision to cancel the charge, which would result in discontinuance of existing transfer arrangements for the freight involved, was based on the rising and unstable charges of the trucking companies employed as transfer agents. The cancellation was opposed by the steamship lines which maintain similar service from their piers to railroad stations.

In leading up to its adverse finding the commission rejected the railroads' contention that it was without jurisdiction to require them to maintain the transfer arrangements. The alternative lighterage service, it noted, was subject to "much higher charges"; and, though it conceded that the published rates for truck transfer have been less than the charges made by the truckers, the commission nevertheless insisted that "reasonable facilities for interchange" should be offered if the present arrangement is to be dropped. Also, the commission indicated its view that there might be room for more cooperation between the railroads and steamship lines.

"Section 3(4) of Part I and section 305(d) of Part III of the act," the report said, "provide that rail carriers and water carriers, respectively, shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines and connecting lines. . . . The transfer of traffic in terminal areas such as that in New York requires the cooperation of both groups of carriers. The water carriers desire the continuance by the rail carriers of a convenient arrangement for transfer from rail terminals. The rail carriers propose to cancel the existing arrangement. . . . They made no effort to cooperate with the water carriers in the continuance of an appropriate interchange arrangement for small shipments for which the charges for lighter service would be excessive."

Increases in Passenger Fares Sought by Western Roads

Sixty-nine western railroads have petitioned the Interstate Commerce Commission for authority to increase, on five-days' notice and without hearing, their one-way and round trip first-class and intermediate-class passenger fares. The railroads based their plea on rising operating costs coupled with a decline in passenger revenues.

The petitioning carriers would increase their one-way first-class fares in standard sleeping and parlor cars by 6.06 per cent, or from approximately 3.3 cents to approximately 3.5 cents per mile. Round-trip fares for the same accommodations would go up from approximately 2.75 cents to approximately 2.925 cents per mile.

Intermediate-class one-way fares in tourist sleepers would be increased from approximately 2.75 cents to approximately 3 cents per mile, with the round-trip intermediate-class fare being increased from approximately 2.475 cents to about 2.7 cents per mile.

According to the petitioners, who also

propose to maintain their excess baggage rates at 20.833 per cent of the proposed one-way fares in standard equipment, their 1946 passenger revenue was \$253,000,000 less than that derived in 1944. At the same time, they contended that their passenger revenue for the first seven months of 1947 was more than \$121,000,000 less than for the same period last year.

The carriers asserted that preliminary estimates indicate that their 1946 passenger service operations will show a deficit in excess of \$57,000,000, adding that their total gross revenue from first-class passenger service in 1946 was \$254,000,000, as compared with \$345,000,000 in 1945.

The petitioners told the commission that their 1947 operating costs will be approximately \$466,000,000 greater than in 1946, of which about \$231,000,000 will be applied toward the purchase of fuel, materials and supplies, approximately \$195,000,000 toward meeting the recent 15½ cents per hour wage increase granted non-operating employees and the remainder toward unemployment and payroll taxes and other liabilities.

The western roads' request followed by a few days a commission order authorizing 37 southern roads to raise their first-class passenger fares to a level comparable to that sought in the present petition. In addition, the commission, as reported in *Railway Age* of October 11, page 77, authorized 26 southern roads to increase their coach fares by 13.63 per cent. Similar increases by eastern district roads were authorized in May.

Supreme Court Actions

The United States Supreme Court this week agreed to review a lower-court decision which refused to upset the Interstate Commerce Commission's approval of the merger of the Pere Marquette into the Chesapeake & Ohio. The court case, instituted by dissenting P. M. preferred stockholders, is A. E. Schwabacher et al v. U. S. A., I. C. C. et al.

The commission report approving the merger plan was noted in the *Railway Age* of April 5, page 704, the merger becoming effective June 6, as reported in the issue of June 14, page 1237. Meanwhile, the commission had denied petitions for re-argument and reconsideration which had been filed by Mr. Schwabacher and others.

The court also agreed to review a lower-court action dismissing a suit brought by the Department of Justice, at the request of the I. C. C., against the South Buffalo for alleged violation of the Interstate Commerce Act's commodities clause. The South Buffalo is an affiliate of the Bethlehem Steel Corporation, and the commodities clause is section 1(8) which makes it unlawful for any railroad to transport in interstate or foreign commerce "any article or commodity, other than timber and the manufactured products thereof, manufactured, mined, or produced by it, or under its authority . . . or in which it may have any interest, direct or indirect, except such articles or commodities as may be necessary and intended for its use in the conduct of its business as a common carrier."

A third case which the court agreed to review involves the I. C. C.'s appeal for a lower-court ruling which set aside a commission order requiring railroads serving Cleveland, Ohio, to continue direct deliveries of livestock shipments to Swift & Co.'s packing plant in that city. The spur track serving Swift's plant is operated by the New York Central, but part of it is owned by the Cleveland Union Stock Yards Company, the facilities of which are by-passed when direct deliveries are made to Swift. The present controversy arose over a February 1, 1935, change in the agreement under which N. Y. C. operates the Stock Yard Company's segment of the track, the new provision prohibiting so-called "free use" (which was in consideration of maintenance) of the track for "competitive traffic." And "competitive traffic" was construed to mean livestock shipments which might move through the Stock Yard Company's facilities.

The commission's order, which the lower court set aside, required continuance of the direct deliveries to Swift without a special charge. The accompanying commission report, noted in the *Railway Age* of June 15, 1946, page 1196, held in effect that privately-owned spur tracks used by railroads for providing common-carrier freight services generally cannot be restricted against service to a particular kind of traffic.

Other actions of the court included its dismissal as "moot" of an appeal by railroad labor organizations from a lower-court order directing the Toledo, Peoria & Western to resume service during the time members of the brotherhoods were on strike. The T. P. & W. labor troubles occurred during the presidency of the late T. P. McNear, who was shot to death near his home at Peoria, Ill., on the night of last March 10. Since Mr. McNear's death the controversy has been settled and normal operations resumed.

Plan Air-Truck Tie-up

Inauguration "within the next few months" of the previously-announced plan of coordinated air-highway freight service is now contemplated, according to an

Katy Annual Report Wins

After considering more than 3,500 annual reports of American corporations for the year 1946, the board of judges appointed to select the "best" presentation of this kind chose that of the Missouri-Kansas-Texas. In recognition of this achievement, an award in the form of a gold "Oscar of Industry" was presented to Donald V. Fraser, M.-K.-T. president, at an October 10 dinner in New York sponsored by Financial World, donor of the awards. In addition to the top prize, the Katy also was awarded a silver "Oscar" for the best report in the transportation field and a bronze "Oscar" for the best report of a Southwestern railroad.

October 14 statement from Air Cargo, Inc., and American Trucking Associations. As reported in the *Railway Age* of May 24, page 1088, the coordination plan has been worked out by A. T. A. and Air Cargo, which is a joint ground-service organization of the scheduled air lines.

The October 14 statement said that one of the "major obstacles" to the proposed set-up was removed by Congress at the last session, when it amended the Civil Aeronautics Act to permit establishment of through routes between air lines and other carriers without publication of joint rates.

Freight Car Loadings

Revenue carloadings for the week ended October 11 totaled 956,862 cars (this being the highest total since the last week of August, 1930), the Association of American Railroads announced on October 16. This was an increase of 14,329 cars, or 1.5 per cent, above the previous week, an increase of 57,419 cars, or 6.4 per cent, above the corresponding week last year, and an increase of 202,303 cars, or 26.8 per cent, above the comparable 1945 week.

Loading of revenue freight for the week ended October 4 totaled 942,533 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading			
For the Week Ended Saturday, October 4			
District	1947	1946	1945
Eastern	165,961	165,529	131,757
Allegheny	197,031	190,036	158,477
Poconos	71,436	69,529	41,585
Southern	138,621	136,993	115,627
Northwestern	150,054	144,087	135,180
Central Western	148,442	138,246	128,554
Southwestern	70,988	62,748	56,860
Total Western Districts	369,484	345,081	320,594
Total All Roads	942,533	907,168	768,040
Commodities:			
Grain and grain products	50,477	47,317	52,030
Livestock	22,249	24,232	24,191
Coal	184,305	188,547	124,550
Coke	14,305	13,930	10,335
Forest products	49,377	48,990	34,263
Ore	70,693	63,023	65,231
Merchandise l.c.l.	121,879	126,188	110,762
Miscellaneous	429,248	394,941	346,678
October 4	942,533	907,168	768,040
September 27	937,954	916,515	832,509
September 20	931,072	899,052	837,293
September 13	922,360	907,169	856,101
September 6	809,050	794,483	729,854

Cumulative total, 40 weeks 34,049,123 31,325,540 32,782,139

In Canada.—Carloadings for the week ended October 4 totaled 86,108 cars as compared with 83,563 cars for the previous week and 81,441 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 4, 1947	86,108	38,477
October 5, 1946	81,441	37,399
Cumulative totals for Canada:		
October 4, 1947	2,969,245	1,461,548
October 5, 1946	2,754,432	1,365,105

Railroads Still Harassed as a Monopoly—Aydelott

This country should have a strong and progressive system of railroads that will at no time be found unprepared for a



J. H. Hustis, Jr., manager of Grand Central Terminal (New York), and Frank Smith, New York district manager of the American Locker Company, look over the streamlined parcel checking locker room which has replaced the old east luggage room at the terminal

* * *

national emergency, James H. Aydelott, vice-president, operations and maintenance department, Association of American Railroads, said last week at the second annual convention of the Army Transportation Association, held in the Hotel Pennsylvania, New York. If our people and our government desire the utmost in national security, the proper course of action to be pursued in their treatment of the railroads is clearly indicated, he added.

"The railroads no longer have a monopoly in the field of transportation although they continue to be harassed as if such were the case," Mr. Aydelott continued. Legislative proposals now pending in their behalf seek only to remove them from exposure to constant and unfair attack by ambitious public administrators and from excessive and unjustified taxing in support of unemployment benefits to be paid to their displaced employees. Thus far these proposals have had scant consideration from the legislative and administrative authorities. Attacks upon the railroad industry from within its ranks have only confused the public on the internal problems of the industry. Our railroad systems under private ownership and management have followed a carefully chartered course which thus far, in spite of inadequate earnings, has given this country in its growing needs the best and cheapest transportation available anywhere in the world. They will continue to go forward not only in appreciation of further and more critical needs of their patrons but with full consciousness of the part they must play in the economic future of our country."

Major General Edmond H. Leavey, chief of transportation, United States

Additional general news appears on page 96, while a list of current publications may be found on page 99.

Army, whose paper was read by Brigadier General Paul Yount, assistant chief of transportation, said that the Transportation Corps, in its training with industry program, now has 15 of its officers assigned to duty with various forms of the transportation industry. "Another essential program of peacetime training . . . is the affiliation program under which many business concerns are sponsoring the organization and training of army reserve units in traffic, rail, water, highway and allied transportation operations. A year ago none of these units had been activated, but today . . . we have 48 affiliated units. We hope to affiliate 138 additional units in the near future, probably within the next six months."

Henry Dreyfus Elected Head of Industrial Designers

Henry Dreyfuss has been elected president of the Society of Industrial Designers for the coming year, it was announced at the conclusion of the society's annual business meeting held in New York on October 14. Harold Van Doren, Egmont Arens and Ray Patten were elected, respectively, vice-president, secretary and treasurer.

Further Delay for Accounts Covering Perishable Traffic

Division 1 of the Interstate Commerce Commission has further postponed for another year, from January 1, 1948, until January 1, 1949, the effective date of its order prescribing operating revenue accounts 108½, Protective Service Revenue—Perishable Freight, and 117, Protective Service—Perishable Freight. The postponements came in September 23 orders modifying the commission's orders of July 13, 1937.

On the same day, Division 1 entered another order postponing, also from January 1, 1948, until January 1, 1949, the effective

date of its May 7, 1946, order prescribing a uniform system of accounts for persons furnishing cars or protective (temperature-control) services for perishable freight.

Supply Trade

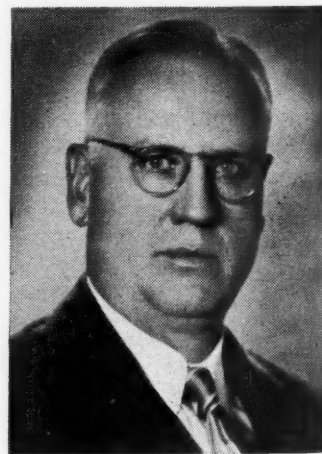
U. S. Steel to Spend \$50 Million to Improve Chicago District

The United States Steel Corporation has appropriated over \$50,000,000 this year for plant improvements and for expansion and modernization of its facilities in the Chicago district, Arthur C. Wilby, vice-president of U. S. Steel of Delaware, announced on October 14. These expenditures, which cover several hundred projects, are planned to improve processes and to provide the steel needed to meet constantly growing and more exacting trade demands, it was stated. Typical of the projects are the enlargement of blast furnaces, the modernization of harbors and docks and the improvement of power facilities.

Lloyd J. Ely, factory manager of the Caterpillar Tractor Company at Peoria, Ill., has been appointed head of the firm's new Diesel engine factory. John Elwood has been promoted to factory manager in charge of all Diesel track-type tractor production and Arthur W. Johnson has been advanced to factory manager in charge of the manufacture of Caterpillar's earthmoving products.

Frederick K. Krell, formerly sales service supervisor for the Globe Steel Tubes Company, has been appointed Chicago district sales representative.

William E. Burdick has been appointed engineer of tests of the General Steel Castings Corporation. After graduating from Stanford University in 1925 with an A. B. degree in mining and metallurgy, Mr. Burdick joined the engineering de-



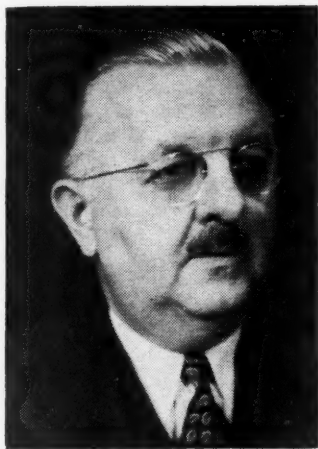
William E. Burdick

partment of the Commonwealth Steel Company. He remained with that company and its successor, General Steel Castings, in engineering and service work and was assistant manager of service and inspection at the time of his recent appointment.

Oakite Products, Inc. has announced the expansion of its railway service division with the appointments of J. Craig Ellis and Frank J. Darden to its staff of special railway service representatives in the field. Mr. Ellis will work out of the Chicago office and Mr. Darden's headquarters will be in St. Louis, Mo.

John E. Payne, formerly manager of industrial sales, has been appointed manager of all industry sales departments for the Westinghouse Electric Corporation, and R. S. Kersh, manager of the Houston, Tex., office since 1942, has been appointed manager of industrial sales, to succeed Mr. Payne. Both will have headquarters at East Pittsburgh, Pa.

James E. Mossell has been appointed sales manager of the machine tool division of the Buffalo Forge Company, to succeed the late Earle G. Leonard. Mr. Mossell has been associated with Buffalo



James E. Mossell

Forge for 35 years, more than 25 of which have been in machine tool sales. He has represented the company in Pennsylvania, Michigan, Canada and New England.

OBITUARY

W. Gibson Carey, Jr., president of the Yale & Towne Manufacturing Co. for the past 15 years, was the victim of accidental drowning in the surf at Ponta Vedra Beach, Fla., on October 4. He was 51 years old.

Francis J. White, electrical engineer of the Okonite Company, died on October 4. He was 67 years old.

Overseas

GREAT BRITAIN.—The steam locomotive testing station being built at Rugby by the London Midland & Scottish and the London & North Eastern is nearing completion, it has been announced. Decision to build the station was made in 1937 and the buildings had been nearly completed when war broke out in 1939. It is anticipated that the station will be in operation by the middle of next year.

Equipment and Supplies

U.P. to Equip 500 More Stock Cars with Roller Bearings

The Union Pacific, which last March began equipping 300 stock cars with Timken roller bearings and other improvements for the inauguration of high-speed livestock service (see *Railway Age* of May 24, page 1073), will spend \$771,500 to so equip an additional 500 stock cars to meet the shipper demand for this type of service, G. F. Ashby, president of the U. P., announced this week. The total cost for refitting the 500 cars is as follows: bearings, \$392,000; steel wheels, \$50,500; improved springs, \$41,000; and twin-cushion draft gears, \$288,000. All rebuilding and reconditioning will be done at the road's shops.

The 300 cars now being reconditioned at a cost of \$463,000 are being used extensively in fast, nonstop Diesel-operated freight service between Salt Lake City, Utah, and Los Angeles, Cal. "This stock service has reduced westbound schedules by more than 40 per cent," President Ashby declared, "through elimination of a stopover at Las Vegas, Nev., for water and feed. Now we are able to move livestock from Salt Lake City to Los Angeles in about 30 hours instead of 58 to 60 hours."

SIGNALING

The READING has ordered equipment from the General Railway Signal Company for a relay interlocking at Lurgan, Pa., and a Type-K, two-wire coded remote control system between Lurgan and Lees Cross Roads. Both systems will be handled by a control machine at Lurgan. The 18-in. by 44-in. control panel will have an illuminated track diagram, with 27 track-indication lamps and 16 levers for the control of 11 switch machines, 6 electric switch locks and 50 signals. The most distant controlled point will be about 5.9 mi. from the control machine. Normally-deenergized coded track circuits will be used. This order includes Type-K relays, Model-5D dual-control electric switch machines, Model-7 switch circuit controllers and Types-G and E signals.

The Union Switch & Signal Co. is furnishing the necessary materials for the installation of intermittent inductive train stop on the 11 Diesel-electric 2,000-hp. locomotives being built for the NEW YORK, CHICAGO & ST. LOUIS.

FREIGHT CARS

The ATLANTIC COAST LINE has ordered 1,800 50-ton box cars, 1,000 50-ton hopper cars, 200 50-ton pulpwood cars, 100 70-ton phosphate cars and 60 covered hopper cars from the American Car & Foundry Co. and 800 50-ton gondola cars from the Pullman-Standard Car Manufacturing Company. Authorization by this road's board of directors to ask for bids for the construc-

tion of 4,000 freight cars of various types was reported in the *Railway Age* of August 2.

The LEHIGH & NEW ENGLAND has ordered 100 70-ton covered hopper cars from the American Car & Foundry Co. A request by this road for bids to construct these cars was reported in the *Railway Age* of March 15.

LOCOMOTIVES

The CHICAGO & EASTERN ILLINOIS has ordered 6 1,500-hp. Diesel-electric passenger units (4 A and 2 B units) from the Electro-Motive Division of the General Motors Corporation. Delivery is scheduled for February, 1948.

The SOUTHERN PACIFIC has ordered three 6,000-hp. Diesel-electric passenger locomotives from the American Locomotive Company at an estimated cost of \$2,000,000. Delivery of these units is expected during the second quarter of 1948.

The SOUTH AFRICAN RAILWAYS & HARBOURS ADMINISTRATION has announced it will soon be issuing a short-term inquiry for 5 class N. G. 15 and 7 class N. G. G. 16 steam locomotives for a 24-in. gage track. The locomotives are urgently required, the announcement said, and it is desired that bids be obtained within approximately two months of the date of issue of the inquiry. Information can be obtained from the Director, Union of South Africa Government Supply Office, 500 Fifth avenue, New York 18.

Organizations

The Car Department Association of St. Louis will meet October 21 at 8 p.m., at the Hotel DeSoto, St. Louis, Mo. A paper entitled "Short Cuts and Labor-Saving Devices in Train Yard and Repair Track Operations" will be presented by C. L. Spees of the Union Tank Car Company.

The New York Division of Railroad Enthusiasts will meet October 22 at 7:45 p.m., in Room 5646, Grand Central Terminal. The program will include a discussion of "The Department of the Dining Car" by C. F. Bayer, purchasing agent of the Delaware, Lackawanna & Western.

A meeting of the Indianapolis Car Inspection Association will be held at the Indianapolis, Ind., Union Station at 7 p.m., November 3.

The Canadian Railway Club has scheduled a meeting on November 10 at the Mount Royal Hotel, Montreal, at 8 p.m. William E. MacMillen, Jr., president of the Federation for Railway Progress, will discuss the purposes of the federation.

The Car Foremen's Association of Omaha has scheduled a meeting for November 13, to be held at the Railroad Y. M. C. A. Building, Council Bluffs, Iowa, at 6:30 p.m.

Construction

C. & N. W. Lets Contract for Diesel Shop at Chicago

The Chicago & Northern Western has announced plans for the construction of a modern Diesel locomotive servicing and repair shop at Chicago. Contracts covering the work, which will cost approximately \$1,800,000, have been awarded to S. N. Nielson Company, Chicago.

The new shop will be located north of Kinzie st., just west of Pulaski road, where the North Western's general shop facilities are located. It will be built of red brick, with extensive use of glass block panels, and will have an overall length of 404 ft. The main building will be 249 ft. by 138 ft. and a utility addition will measure 154 ft. by 60 ft.

The main building will contain five tracks, three of which will run through it, to be used for general servicing. The fourth track will be for heavy overhaul work and the fifth will be a truck release track. A drop pit will run the full width of the main shop, serving all five tracks. An overhead crane with a 75-ft. span will operate the full length of the main building.

The utility building, a wing of the main structure, will have three floors, the first of which will be used for the storage of supplies. The second floor will contain stores, offices, a filter and parts cleaning room, injector and governor room and a parts reconditioning room. The third floor will contain employees' lunch, locker and shower rooms.

The new plant is expected to be put in service, handling repairs for Diesel locomotives throughout the system, by the fall of 1948.

Financial

BANGOR & AROOSTOOK.—Promissory Notes.—Division 4 of the Interstate Commerce Commission has authorized this road to issue at par not exceeding \$700,000 in promissory notes to further evidence the unpaid portion of the purchase price of certain equipment to be acquired from Electro-Motive Division of the General Motors Corporation under a conditional sale agreement. The equipment includes 4 1,500-hp. Diesel-electric freight locomotive lead units, at an estimated unit cost of \$156,244, and 2 1,500-hp. Diesel-electric freight locomotive booster units at an estimated unit price of \$142,782. The notes have been sold to the Worcester, Mass., County Trust Company, whose bid of par with a 2.4 per cent interest rate was accepted by the B. & A. subject to commission approval.

BALTIMORE & OHIO CHICAGO TERMINAL.—New Directors.—S. H. Hammond, president of the Whiting Corporation, C. S. Traer, president of the Acme Steel Company, and Robert Crown, president of the Sang Corporation, have been elected to this company's board of directors.

BALTIMORE & OHIO.—Equipment Trust Certificates.—This road has requested bids for the purchase of \$2,840,000 of series W equipment trust certificates. The certificates, to mature in 10 equal annual installments beginning on November 1, 1948, are being issued to finance up to 80 per cent of the net cost of 1,000 50-ton steel hopper cars to be built by the Bethlehem Steel Company.

CHESAPEAKE & OHIO.—Distributes Nickel Plate Holdings.—This road has declared a dividend of $\frac{1}{4}$ of a share of the common stock of the New York, Chicago & St. Louis on its own common stock, payable on November 10 to stockholders of record on September 29. With the payment of this dividend, the C. & O. will have distributed its entire holdings of Nickel Plate common stock.

DENVER & RIO GRANDE WESTERN.—Equipment Trust Certificates.—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for \$2,220,000 of Series L equipment trust certificates, the proceeds of which will be applied toward the purchase of 7 Diesel-electric switching locomotives and 500 gondola cars, as outlined in *Railway Age* of September 13, page 96. The certificates will be dated November 1 and will mature in 30 semi-annual installments of \$74,000 each. The report also approves a selling price of 98.357 with a $2\frac{1}{8}$ per cent interest rate, the bid of Salomon Brothers & Hutzler, on which basis the average annual cost to the applicant will be approximately 2.38 per cent.

DELAWARE, LACKAWANNA & WESTERN.—New Member of Board of Managers.—William H. Moore, 2nd, has been elected to this road's board of managers to succeed the late Henry M. Reed.

MISSOURI PACIFIC.—Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to substitute 100 70-ton all-steel hopper cars in place of 4 stainless steel sleeping cars among the equipment it plans to purchase through the use of \$8,700,000 of Series HH equipment trust certificates, as reported in *Railway Age* of June 14, page 1238. The hoppers would be constructed by the American Car & Foundry Co. The applicant said it was advised by the Budd Company, builder of the sleeping cars, that they would be unable to deliver the cars before November, 1948.

MISSOURI PACIFIC.—Plan of Reorganization.—This road's reorganization proceedings have been assigned by the Interstate Commerce Commission for further hearing at Washington, D. C., on November 18 before Commissioner Miller, R. T. Boyden, chief of the reorganization section of the commission's Bureau of Finance, and Examiner R. H. Jewell. The hearing will be for the purpose of receiving further evidence pursuant to orders entered last month by the United States circuit court and district court, referring the road's reorganization plan back to the commission for further consideration. As reported in *Railway Age* of September 6, page 89, return of the plan was recommended by

the commission. Meanwhile, the commission's Division 4 has suspended the tabulation of votes of qualified stockholders and creditors for acceptance or rejection of the M.P. plan of reorganization previously approved by the commission.

MISSOURI PACIFIC.—Interest on Bonds.—The payment of \$19,093,665 in interest on three outstanding bond issues of this road was approved by Federal District Judge George H. Moore, at St. Louis, Mo., on October 14. The payments—approval of which were first asked in a petition by Guy A. Thompson, trustee of the M. P., on October 2—include the following: \$11,159,525 to holders of M. P. first and refunding mortgage bonds due for two six months' periods beginning on September 1, 1939, on series A through I; \$6,324,140 to holders of first mortgage and income bonds of the New Orleans, Texas & Mexico (a subsidiary of the M. P.) for the period October 1, 1944, to October 1, 1947, on series A, B, C and D and income; and \$1,610,000 to holders of first mortgage bonds of the International-Great Northern (also a M. P. subsidiary) for the two six-months periods beginning on January 1, 1939.

MINNEAPOLIS & ST. LOUIS.—Changed Dividend.—This road has declared a dividend of 50 cents a share on the common stock, payable on October 24 to stockholders of record on October 15. The previous payment was 25 cents a share on August 1.

NORFOLK & WESTERN.—Dividend on New Stock.—This road has declared an initial dividend of 25 cents a share on its 4 per cent adjustment preferred stock, which recently was split four-for-one. The last payment on the old stock was \$1 a share on August 8.

RICHMOND, FREDERICKSBURG & POTOMAC.—Note.—This road has sold, subject to commission approval, a \$400,000 note to the First Merchants National Bank of Richmond, Va., on a bid of par with an interest rate of 1.6 per cent. Proceeds will be applied toward the purchase of equipment to be acquired from the American Car & Foundry Co. under a conditional sales agreement. The note will be dated November 1 and mature in 20 quarterly installments of \$20,000.

RUTLAND.—Plan of Reorganization.—This road's reorganization proceedings have been assigned by the Interstate Commerce Commission for further hearing before Examiner H. H. Kirby at the United States court house, Rutland, Vt., on November 18, with respect to reconsideration of the reorganization plan approved last December by the commission or proposals for other plans.

According to the commission the court's refusal to approve the plan was based primarily on the failure of the plan to provide for the establishment of voting trusts for new stock to be issued in the reorganization. Also involved are the possibility of the purchase of the debtor's property, or a portion thereof, by another railroad, the future control of the reorganized company and possible future developments with respect to the earning

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which your modern steam locomotive was designed. A series of availability studies followed up by revisions in scheduling will pay quick returns. It will prove conclusively that the modern steam locomotive is, and will continue to be, a potent factor in *economical* railroading.

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Lima Locomotive Division
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power and transfer of the property to other interests.

SOUTHERN.—Trackage Rights.—This road has asked the Interstate Commerce Commission to approve an amendment to an 1896 agreement under which the Southern uses the so called Middlesboro-Cumberland Gap facilities of the Louisville & Nashville. Under the amended agreement, to which the L. & N. has subscribed, the Southern's payments of interest, rental, maintenance and operating expenses will total approximately \$11,000 less per year. The largest single item of savings will result from its disuse of the L. & N.'s passenger station facilities at Middlesboro, Ky.

Dividends Declared

Georgia.—\$1.75, quarterly, payable October 15 to holders of record October 1.

Ontario & Quebec.—\$3.00, semi-annually, payable December 1 to holders of record November 1.

Philadelphia & Trenton.—\$2.50, quarterly, payable October 10 to holders of record October 1.

Philadelphia & Western.—special, \$3.00, payable November 3 to holders of record October 15.

Rutland & Whitehall.—\$1.05, quarterly, payable November 15 to holders of record November 1.

Average Prices Stocks and Bonds

	Oct. 14	Last week	Last year
Average price of 20 representative railway stocks..	48.67	47.93	49.56
Average price of 20 representative railway bonds..	87.33	87.35	89.46

Car Service

I.C.C. Order Limits Freight Car Stops to 48 Hours

Service Order No. 778, issued this week by the Interstate Commerce Commission with a November 1 effective date, stipulates that each railroad and its operating officers "will be held responsible for car service," and fixes a general 48-hour limit on stops of freight cars for loading, unloading, or repairs. The order was appraised generally as one embodying the most far-reaching car-service requirements ever imposed by the commission. As now written, it carries the expiration date of April 20, 1948.

Following along after paragraphs (a), (b) and (c), which set out in turn the "carrier responsibility," the "carrier officials' responsibility," and the definitions, the provisions of the order include the following:

(d) **Placing cars loaded with property.** Each carrier shall place each car loaded with property either constructively or actually at each consignee's unloading facility not later than 48 hours after arrival at destination.

(e) **Removal and return of empty cars.** Unless appropriated by shipper and carrier is notified, each carrier shall:

(1) within 48 hours after such car has been made empty remove it from place of unloading, and

(2) within 48 hours after the 48 hour period specified in subparagraph (1) above, place all empty cars, not needed for immediate loading where made empty in an outbound train for movement in accordance with the Association of American Railroads Code of Car Service Rules as filed with Commission under Docket No. 29669, or in accordance with outstanding instructions for distribution or movement of cars.

(f) **Restriction on holding cars for prospective loading.** No carrier directly serving a facility or industry in:

(1) any particular terminal served by two or more carriers shall hold more than sufficient cars at any time to provide one-sixth of the facilities or industries average weekly loadings computed on the previous four weeks loading of such carrier.

(2) any particular terminal served by one carrier only shall hold more than sufficient cars at any time to provide one-third of the facilities' or industries' average weekly loadings.

(g) A check should be made at each terminal where cars are ordinarily stored, held, or placed for loading or unloading as often as may be necessary in order to insure that no car is delayed by the carrier beyond 48 hours. In no case shall such checks be made less than twice each calendar week.

(h) **Repair tracks.** Each common carrier shall within 48 hours after any car is taken out of service for repairs or carded for repairs make the necessary repairs or remove said car to the track or shop where such repairs can be made.

(i) **Exemption.** The provisions of paragraphs d, e, f, g, and h shall not apply to a carrier in any case when a proper written record showing the reasons for non-compliance therewith is made and kept in the office of the division superintendent or the general manager of such carrier.

The order will apply to intrastate as well as to interstate and foreign commerce. It will suspend any conflicting rules, regulations, and practices, and vacate and supersede Service Order No. 436 which requires railroads to pull empty refrigerator cars within 24 hours after unloading and to forward promptly to loading territory. The introductory paragraph, wherein the commission set out the reasons for its action, reads as follows:

"It appears that cars loaded with property are being unduly delayed in terminals and in placement at industries in such terminals; empty cars are being delayed in terminals and in removal from industries in terminals; empty cars are being held at points for prospective loading, insufficient checks or no checks are being made of yard tracks and other tracks upon which cars are ordinarily stored, held or placed for loading and unloading; cars are delayed in movement to repair tracks after being taken out of service for repairs or being carded for repairs; all of which impedes and diminishes the use, control, supply, movement, distribution, exchange, and interchange, and return of such cars; in the opinion of the commission an emergency exists requiring immediate action to alleviate the shortage of all types of cars in all sections of the country."

I. C. C. Service Order No. 775, effective from October 15 until May 1, 1948, unless otherwise modified, gathers together in one place the "super-demurrage" charges which have been in effect for various types of freight cars. It thus vacates and supersedes Fifth Revised Service Order No. 180, which would have applied to refrigerator cars as of the 15th, Revised Service Order No. 369, which has applied to box cars, and Revised Service Order No. 653, which has applied to gondolas and hoppers.

The new order applies to all types of freight cars, except tank cars and Class "L" cars (other than covered hopper cars of the "LO" class). It fixes the following demurrage charges: \$3.30 per car per day for the first two days after expiration of free time; \$5.50 for the third day; \$11 for the fourth day; and \$16.50 per day thereafter.

Import, export, coastwise or intercoastal traffic, consisting of bulk freight or explosives, is exempt when held at ports or Canadian border crossings.

I. C. C. Service Order No. 772, which directed the Green Bay & Western and the Kewaunee, Green Bay & Western to resume normal freight-car interchange arrangements with the Ahnapee & Western, has been reissued as Revised Service Order No. 772, the revision having become effective October 8. Among other changes is the addition of a paragraph prohibiting all railroads from observing an embargo which the G. B. & W. and K. G. B. & W. issued with a September 23 effective date against freight moving to points on the Ahnapee. As the original order pointed out, the Green Bay and the Kewaunee, on the one hand, and the Ahnapee, on the other, "are engaged in a financial dispute." The revised order adds that this dispute "can be settled by appropriate court proceedings."

I. C. C. Service Order No. 777, effective from October 23 until January 10, 1948, unless otherwise modified, provides that railroads may have the option of furnishing open top cars to transport Christmas trees, and it affects only those roads whose tariffs provide only for the use of box cars. A circular issued in connection with the order by the Car Service Division, Association of American Railroads, explained that it does not modify the C. S. D.'s September 29 circular on the matter of furnishing equipment for loading Christmas trees (see *Railway Age* of October 4, page 76).

I. C. C. Service Order No. 779, effective from October 15 until December 14 unless otherwise modified, prohibits railroads from allowing the "peddling" of grapes from any car. "Peddling" is defined as "the unloading or removal from a railroad freight car of a lot or quantity of less than 100 containers of wine or juice grapes for transfer of either possession or title to a wholesaler, retailer, or consumer."

I. C. C. Service Order No. 780, effective from October 15 until April 15, 1948, unless otherwise modified, amends the regulations (formerly embodied in Revised Service Order No. 769 which it supersedes) governing stop-off cars loaded with lumber at points in Oregon or Washington. The new order increases, from 15 per cent to 25 per cent of the tariff minimum weight, the minimum load which must be placed in a stop-off car at its point of origin. It also applies to all cars, whereas the former order applied only to box cars; and it broadens the definition of lumber to include lumber products.

The Office of Defense Transportation has issued several permits relaxing, as to certain commodities and under specified conditions, its minimum loading requirements applicable to carload freight. The permits and the commodities to which they apply include the following: General Permit ODT 18A, Revised 32A, Concord grapes, effective from October 13 until October 31; General Permit ODT 18A, Revised 28B, Bermuda or Spanish type onions, effective from October 11 until January 31, 1948; General Permit ODT 18A, Revised 31B, fresh harvested Irish potatoes, effective from October 11 until November 30; General Permit ODT 18A, Revised 13B, green sweet potatoes, effective from October 15 until November

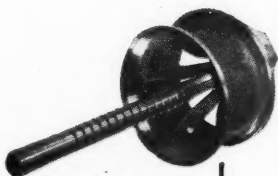
SANTA FE



Built — 1928
Type 4-8-4
Service — Passenger and Freight
Cylinders 30" x 30"
Driving Wheels 80"
Boiler Pressure 230 lbs.
Steam Chest Temperature 645° F.

equipping this locomotive with the Franklin System of Steam Distribution

The Franklin System of Steam Distribution, Type B — with poppet valves, rotary drive, and continuous contour cams — is now being installed on this 4-8-4 locomotive of the Santa Fe.



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AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

October 18, 1947

30; General Permit 18A, Revised 24B, apples, effective from October 10 until November 15.

The Car Service Division, A. A. R., has announced that Circular CSD-162, which has been issued during the past several heater seasons in connection with handling of perishable freight in box cars, will not be reissued this year. The announcement explained that C. S. D. considered it advisable to withhold further issuance of the circular, "so that interested railroads may publish on their own behalf any restrictions they consider necessary or desirable, either in tariff form or otherwise."

Abandonments

FEATHER RIVER.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon operation over a portion of a line owned by the Feather River Pine Mills, between Feather Falls, Cal., and Ward, 10 miles. The commission, noting that its permission to abandon the line is not required, said that, because the owner of the property is not a common carrier, no duty rests upon it [the owner] to continue operation of the property as a common carrier when operation of the line is abandoned.

Railway Officers

EXECUTIVE

Ernest T. Williams, superintendent of the Pamlico division of the Railway Express Agency, with headquarters at Norfolk, Va., has been appointed assistant to vice-president, Southern departments, succeeding **J. E. Skaggs**, who has retired after 52 years of service.

C. W. Pflager, whose retirement as assistant vice-president, operating department, of the Pullman Company, was reported in *Railway Age* of October 4, entered the employ of Pullman in 1893, at the age of 17 years, as a draftsman in the St. Louis (Mo.) shops. He was transferred to Chicago in 1895, and four years later became a mechanical inspector. He was appointed assistant mechanical superintendent in 1901 and assistant to manager, mechanical department, in 1909. He later served successively as supervisor of repair shops and manager of repair shops until 1918, when he became mechanical superintendent. He held that position for 26 years, until May 15, 1944, when he was advanced to assistant vice-president in the operating department. Mr. Pflager, during his 54-year career with Pullman, served under all of the company's five presidents.

M. R. Cring, whose promotion to assistant to president in charge of public relations of the Missouri-Kansas-Texas,

at St. Louis, Mo., was reported in *Railway Age* of October 11, was born on December 14, 1900, at Belle Center, Ohio, and began his railroad career with the Pennsylvania in 1922 as a stenographer in the road's freight department at St. Louis. After



M. R. Cring

brief periods of similar service with the Norfolk & Western and the St. Louis-San Francisco, Mr. Cring joined the Katy in 1925 as secretary to the assistant to the president. He was advanced to secretary to the president in 1930, which position he held until January 1, 1945, when he became director of publicity and advertising. Mr. Cring held the latter position at the time of his recent advancement.

FINANCIAL, LEGAL AND ACCOUNTING

Paul R. Carlton, whose promotion to auditor of passenger and station accounts of the Northern Pacific at St. Paul, Minn., was reported in *Railway Age* of October 4, was born on June 14, 1893, at St. Paul, and entered the service of the N. P. in 1909 as a messenger in the road's telegraph department. Advancing successively through the positions of clerk, traveling auditor, assistant chief clerk and chief clerk, Mr. Carlton became assistant auditor of passenger and station accounts in 1940. In 1944 he was advanced to auditor of freight accounts, the position he held at the time of his recent promotion.

Carl Pace, whose promotion to auditor of freight accounts of the Northern Pacific, at St. Paul, Minn., was reported in *Railway Age* of October 4, was born on March 4, 1897, at North St. Paul, Minn., and began his railroad career with the N. P. in 1919 as a clerk in the office of the auditor of commissary accounts. He held several other clerical positions until 1937, when he became special accountant in the office of the general auditor. Mr. Pace was appointed assistant auditor of freight accounts in 1944, the position he held at the time of his new promotion.

W. L. Schoettler, whose retirement as right-of-way, land and tax commissioner of the Great Northern, at St. Paul, Minn., was reported in *Railway Age* of October 4, was born on September 16, 1877, at Moline, Ill., and was educated at the University of

South Dakota and at the School of Mines, Rapid City, S. D. Mr. Schoettler entered railroad service in 1905 as division engineer of the Missouri River & Northwestern, and the following year he joined the Chicago, Burlington & Quincy in that position. He became associated with the Great Northern in 1907, serving as draftsman and tax clerk until 1911, when he was promoted to tax agent. He was further advanced in 1925 to assistant right-of-way, land and tax commissioner, and since 1941 had held the position from which he retired.

John Garing, whose promotion to right-of-way, land and tax commissioner of the Great Northern, with headquarters at St. Paul, Minn., was reported in *Railway Age* of October 4, was born on June 2, 1892, at Ottawa, Ill., and became associated with the G. N. in 1912. He subsequently



John Garing

held positions as stenographer, tax clerk and right-of-way and tax agent. In 1941 he was appointed assistant right-of-way, land and tax commissioner, the position he held at the time of his recent promotion.

T. J. Cummins, whose promotion to auditor of freight accounts of the Union Pacific at Omaha, Neb., was reported in

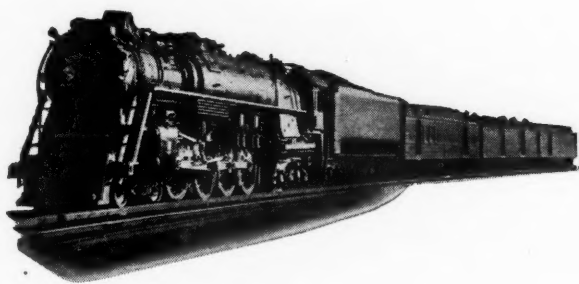


T. J. Cummins

Railway Age of October 11, joined the U. P. as a clerk in the accounting department at Portland, Ore., in 1913. He was transferred to Omaha in 1936, and was appointed assistant auditor of freight accounts in 1944. Mr. Cummins held the

It's throwing away coal...

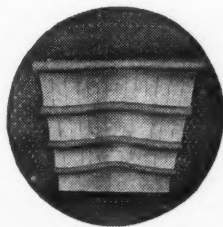
to operate a steam locomotive without maintaining a complete – and correctly designed – brick arch in the firebox at all times.



With a complete arch the locomotive utilizes its fuel with maximum effectiveness to develop its full steaming capacity.

For every type of locomotive there is a design of Security Brick Arch that will aid in securing the efficient combustion necessary to meet modern traffic demands.

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REFRACTORIES CO.**
Refractories Specialists



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Locomotive Combustion Specialists

latter position at the time of his recent promotion.

John B. Prizer, assistant general counsel of the Pennsylvania, with headquarters at Philadelphia, Pa., has been promoted to general attorney.

Edward J. Johnson, whose retirement as assistant general auditor—revenues, of the Northern Pacific, with headquarters at St. Paul, Minn., was reported in *Railway Age* of October 4, was born on September 11, 1882, at Christiania, Sweden. He entered railroad service with the N. P. in 1899 as a clerk in the office of the auditor of passenger receipts. In 1916 he was promoted to assistant chief clerk and in 1918 he became chief clerk. Mr. Johnson was appointed auditor of passenger receipts in 1923 and assistant general auditor—revenues, on October 1, 1944, the position he held at the time of his retirement.

OPERATING

F. E. Edwards, assistant to general manager, Western Lines, of the Atchison, Topeka & Santa Fe, with headquarters at Amarillo, Tex., has retired after 50 years of service with the company. Succeeding to Mr. Edwards' duties is **R. C. Martini**, also assistant to general manager at Amarillo.

Joseph A. Trudel, superintendent of the Levis division of the Canadian National at Levis, Que., whose retirement was reported in *Railway Age* of October 11, was born at Nicolet, Que., on December 15, 1882. Mr. Trudel entered railroad service on March 25, 1907, as station porter with the Canadian Government railways (C. N. R.), subsequently serving in various capacities, including freight clerk and freight agent, until September 3, 1920, when he became assistant superintendent of the Levis division. He was transferred to the Saguenay division at Quebec on April 15, 1923, and to the Laurentian division at Quebec on September 1, 1932. On August 1, 1941, Mr. Trudel was promoted to superintendent of the Cochrane division at Cochrane, Ont., being transferred to the Levis division on October 1, 1943.

G. C. Brown, whose retirement as superintendent of the Gulf, Mobile & Ohio at Slater, Mo., was reported in *Railway Age* of September 27, was born on July 30, 1881, at Slater, and entered railroad service in 1900 with the Blackwell, Enid & Southwestern (now St. Louis-San Francisco). He joined the Chicago & Alton (now part of the Gulf, Mobile & Ohio) in 1902 as a brakeman. He later served as a conductor, and as assistant trainmaster at Mexico, Mo. Mr. Brown was promoted to trainmaster at Slater in 1916, and in 1927 was appointed assistant superintendent there. In 1945 he became superintendent, the position he held at the time of his retirement.

TRAFFIC

Samuel E. Gregory, commerce agent of the Chicago & North Western at Chicago, has been appointed general coal agent there.

A. J. Schaab, acting assistant general freight agent of the Atchison, Topeka & Santa Fe, has been appointed assistant general freight agent, with headquarters as before at Chicago.

E. L. Thrall, whose retirement as assistant freight traffic manager of the Chesapeake & Ohio, at Detroit, Mich., was reported in *Railway Age* of October 11, was first employed by the Pere Marquette (now part of the C. & O.) in 1907 as a ticket agent at Paw Paw Lake, Mich. He subsequently held various positions in the operating department of the road, at St. Joseph, Mich., and Detroit, and in 1910 became tariff clerk in the tariff bureau. From 1920 until 1936 he served successively as chief clerk, tariff bureau, and as chief of the tariff bureau. He became assistant general freight agent in July, 1936, and general freight agent in March, 1939. Mr. Thrall was promoted to assistant freight traffic manager of the P. M. in February, 1946, and retained that position when the C. & O. and the P. M. merged this year.

Harry K. Hayes has been appointed superintendent of freight loss and damage claims of the St. Louis-San Francisco, with headquarters at Springfield, Mo., succeeding **John L. McCormack**, who has retired after 48 years of service with the Frisco.

A. H. Engelhart, commercial agent of the Great Northern at Chicago, has been promoted to assistant general freight agent at St. Paul, Minn., succeeding the late **J. S. Bock**.

Clyde Kahlert has been appointed division passenger agent of the Missouri-Kansas-Texas at St. Louis, Mo., succeeding **J. W. Cole**, whose appointment as assistant general passenger agent was reported in *Railway Age* of September 27.

R. C. Curley, general agent of the Canadian National at Philadelphia, Pa., has been transferred to the passenger department at Washington, D. C.

Edward J. Hawerkost, general western passenger agent of the Erie, with headquarters at Chicago, has retired after 39 years of service with the road.

Leo Kupp, whose promotion to general freight agent of the Chesapeake & Ohio, with headquarters at Detroit, Mich., was reported in *Railway Age* of October 11, was born on June 28, 1895, at Detroit, and began his railroad career with the Michigan Central in 1910 as a car checker. Mr. Kupp advanced through various clerical positions with the M. C., becoming assistant general agent in 1919. The following year he became engaged in activities outside the railroad field, and in 1924 he joined the Pere Marquette (now part of the C. & O.) as a clerk. He was appointed assistant general freight agent of the P. M. on February 1, 1946, and retained that position with the C. & O. following the merger of the two roads this year. Mr. Kupp was serving as assistant general freight agent at the time of his new promotion.

Charles C. Dawes, whose appointment as manager, industrial and agricultural

department of the Chicago, Indianapolis & Louisville at Chicago was reported in the *Railway Age* of October 11, was born on March 30, 1899, at Evanston, Ill., and attended Northwestern University and Marietta College, graduating from the latter in 1920 with a B. A. degree. He served in the army from 1917 to 1919, was president of Dawes & Co., investment bankers, from 1922 to 1930, and became vice-president of the Indianapolis Broadcasting Company in 1931. He has served



Charles C. Dawes

as a director with several firms, including the Moto-Meter Company, the Raytheon Manufacturing Company, and the American Broadcasting Company. Mr. Dawes joined the Burlington as industrial agent in 1940. During World War II he held the rank of colonel, and was retired in 1945 as a brigadier general.

MECHANICAL

W. C. Fleck, assistant master mechanic of the Pennsylvania, at Fort Wayne, Ind., has been appointed master mechanic at Chicago, succeeding **H. D. Ahn**. **L. A. Dixon**, enginehouse foreman at Williamsport, Pa., succeeds Mr. Fleck at Fort Wayne.

Victor E. Amspacher, foreman of the chemical laboratory of the Pennsylvania, has been appointed chief chemist, in charge of the chemical laboratory of the test department at Altoona, Pa., assuming the duties of the late **T. W. Fisher**, assistant engineer of tests-chemical.

F. D. Dunton, master mechanic of the Erie at Secaucus, N. J., has been transferred to Port Jervis, N. Y., with jurisdiction over the Wyoming and Jefferson divisions, and that portion of the New York and Delaware divisions to be assigned. The position of master mechanic at Secaucus has been abolished and the territory of the master mechanic at Jersey City, N. J., has been extended to include Secaucus and freight power on the side lines. The position of master mechanic at Avoca, Pa., has been abolished.

PURCHASES AND STORES

H. C. Browne, assistant to general storekeeper of the Southern Pacific Lines in Texas and Louisiana, has been promoted

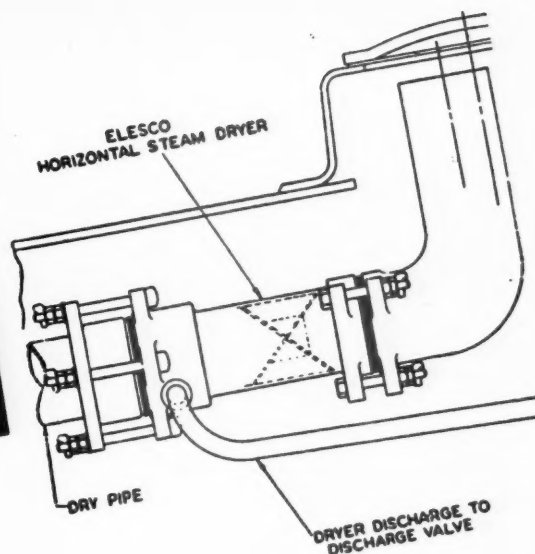
A Problem -

**** The relatively small steam space in the modern locomotive boilers is reduced by high water which also results in entrainment of a great amount of moisture in the superheater units which results in a drop in the superheater temperature, the depositing in the interior of the superheater tubes of scale and sediment with continued subsequent low superheat temperatures and incident superheater unit failures. Each of the above adversely affect fuel performance. In addition where water is carried over in quantities, lubrication in the cylinders is destroyed and damage to machinery may ensure.***

— Annual Proceedings, 1946,
The Railway Fuel & Traveling
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October 18, 1947

to assistant general storekeeper, with headquarters as before at Houston, Tex. He succeeds **P. E. Welch**, whose promotion to general storekeeper was reported in *Railway Age* of October 4. Mr. Browne is succeeded by **William Gernon**, division storekeeper at Lafayette, La., who in turn is succeeded by **L. A. Collister**, general store foreman at Houston. **M. W. McMillan**, district storekeeper at Algiers, La., has been promoted to assistant general storekeeper at that point.

William T. Stewart, whose retirement as purchasing agent of the Pullman Company, at Chicago, was reported in *Railway Age* of October 4, was born on Ill., and entered the service of Pullman September 26, 1877, in McHenry county, Ill., and entered service of Pullman as an office boy in 1896. He subsequently became mail clerk and clerk in the purchasing department, and in 1904 he was advanced to assistant to purchasing agent. Mr. Stewart became assistant purchasing agent in 1907, and had held the position of purchasing agent since April 1, 1911.

ENGINEERING & SIGNALING

N. L. Fleckenstine, assistant division engineer of the Pennsylvania at Baltimore, Md., has been appointed division engineer at Grand Rapids, Mich., succeeding **W. W. Portser**, who has retired.

N. W. Hutchison, whose appointment as engineer of work equipment of the Chesapeake & Ohio, with headquarters at Barboursville, W. Va., was reported in *Railway Age* of October 4, was born at Pittsburgh, Pa., in 1903, and received his



N. W. Hutchison

higher education at Muskingum College and Ohio State University. He entered railroad service on February 1, 1927, as a timekeeper with the Hocking Valley (controlled by the Chesapeake & Ohio). In January, 1928, he was appointed assistant cost engineer of the C. & O., with headquarters at Columbus, Ohio, whence, in 1930, he was transferred to the office of the cost engineer at Richmond, Va. In 1943 Mr. Hutchison was assigned to special duties under the engineer maintenance of way and chief engineer, in which capacity he continued until his recent appointment.

H. D. Bowen, whose appointment as supervisor of work equipment of the

Chesapeake & Ohio, with headquarters at Barboursville, W. Va., was reported in *Railway Age* of October 4, was born at Gimon City, Mo., on July 31, 1898, and from 1916 to 1920 was a machinist apprentice with the United Iron Works, at Springfield, Mo. He entered railroad service in 1920 as a machinist at the reclamation plant of the St. Louis-San Francisco at Spring-



H. D. Bowen

field. On June 24, 1924, Mr. Bowen entered the service of the Chesapeake & Ohio at that road's reclamation plant, and was promoted to lead machinist on July 31, 1931. He was appointed machinist foreman in 1938, and in 1940 he was advanced to general foreman, the position he held at the time of his recent appointment.

SPECIAL

Roy P. Hamilton, whose appointment as superintendent of safety of the St. Louis-San Francisco at St. Louis, Mo., was reported in *Railway Age* of October 4, was born at Russellville, Ky., and began his railroad career with the Southern in 1918. He held positions successively as fireman and brakeman at Birmingham, Ala.; assistant trainmaster at Hattiesburg, Miss.; and



Roy P. Hamilton

general yardmaster at Meridian, Miss. He later served as safety supervisor at Birmingham and at the time of his recent appointment was general safety supervisor of the Southern at Cincinnati, Ohio.

M. Carlton Blackman, claim agent of the Southern at Greensboro, N. C., has been promoted to safety supervisor, with headquarters at Birmingham, Ala.

Dr. T. E. Holland has been appointed chief medical officer, Manitoba district, of the Canadian Pacific, with headquarters at Winnipeg, Man., succeeding **Dr. John A. Gunn**, who has retired after 27 years of service with the railroad.

The Railway Express Agency has appointed **Ernest W. Hull** general manager of public relations and sales. He has been serving as acting general manager of public relations.

W. H. Sims, whose appointment as supervisor of reclamation of the Chesapeake & Ohio, with headquarters at Barboursville, W. Va., was reported in *Railway Age* of October 4, was born at Red Sulphur Springs, W. Va., in 1907, and began his railroad career in 1924 as a signal helper with the Chesapeake & Ohio. In 1927 he became a signalman with the Atchison,



W. H. Sims

Topeka & Santa Fe, but he returned to the C. & O. in 1928. Subsequently he has served as signalman, signal maintainer, signal foreman, and signal inspector, the last being the position he held at the time of his recent appointment as supervisor of reclamation.

OBITUARY

Frank Hooker Alfred, who served as president and general manager of the Pere Marquette from 1917 to 1929, and who later became vice-president in charge of operation of that road, died on October 6, at Orlando, Fla.

MAKING A RATE INCREASE A PERSONAL MATTER.—"The situation facing your public service company is exactly the same as that facing the head of every family. True, most people have been able to obtain increased wages to help them offset these rising costs. Transit fares, however, have not increased in the past 15 years."—Flyer placed by the Kansas City Public Service Company in a prominent position in its street cars and buses in connection with a petition before the state utility commission to increase its transit fares.

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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1947

Name of road	Av. mileage operated during period	Operating revenues			Operating expenses			Operating ratio	Net from railway operation		Net railway operating income	
		Freight	Passenger	Total (inc. misc.)	Way and structures	Equip-ment	Traffic		Trans- portation	Total	Railway tax-accruals	1947	1946
Akron, Canton & Youngstown	Aug. 171	\$389,738	\$116	\$400,494	\$63,967	\$44,424	\$23,991	\$131,979	\$284,751	\$122,743	\$55,589	\$80,486
Aug. 171	3,252,127	755	3,415,097	588,922	342,541	342,541	1,063,683	1,063,683	2,326,319	433,053	522,637	179,941
Atchison, Topeka & Santa Fe System	Aug. 13,107	33,212,210	4,876,321	41,451,209	5,999,331	7,339,853	880,470	13,477,014	29,433,559	6,792,505	4,593,910	3,878,667
Aug. 13,107	234,301,092	34,055,913	293,447,085	42,734,074	54,898,922	6,380,476	100,261,321	216,787,857	42,228,808	33,837,141	29,897,742	29,897,742
Atlanta & St. Andrews Bay	Aug. 82	133,544	1,928	140,978	16,847	12,575	5,238	41,190	85,552	24,816	22,443	24,570
Aug. 82	1,173,744	11,155	1,225,513	145,377	115,171	48,379	336,012	36,012	729,666	225,354	197,370	93,670
Atlanta & West Point	Aug. 93	267,446	69,087	375,470	32,933	44,804	13,176	174,740	287,581	30,872	32,717	32,717
Aug. 93	1,957,151	407,572	2,672,545	348,036	388,140	103,287	1,321,752	76.6	344,941	174,330	—	100,506
Western of Alabama	Aug. 133	261,811	66,165	328,961	43,577	51,239	12,963	145,562	272,741	46,804	38,179	33,713
Aug. 133	1,921,883	427,633	2,604,986	316,112	445,399	98,870	1,129,031	1,129,031	469,547	294,471	167,403	219,234
Atlantic Coast Line	Aug. 5,573	6,384,767	1,575,166	8,796,588	2,147,123	1,791,690	264,128	4,020,651	8,637,042	59,863	581,884	581,884
Aug. 5,573	64,093,897	16,178,797	86,897,520	18,335,253	15,025,106	2,083,422	36,289,181	75,359,153	11,303,367	7,200,000	2,077,618	1,006,528
Charleston & Western Carolina	Aug. 343	355,711	2,653	370,427	73,165	74,720	12,711	156,842	326,480	25,000	11,661	1,429
Aug. 343	2,928,473	22,849	3,035,917	553,114	573,509	101,541	1,199,573	1,199,573	2,500,695	230,000	250,095	99,334
Baltimore & Ohio	Aug. 6,194	26,685,919	2,228,172	30,657,388	4,287,452	6,291,879	709,548	12,938,833	17,392,291	2,610,632	3,011,634	3,011,634
Aug. 6,194	204,887,531	16,145,537	235,005,328	29,482,922	50,061,752	5,333,107	99,219,202	40,891,457	17,392,291	20,595,738	139,688	139,688
Staten Island Rapid Transit	Aug. 29	135,974	125,045	283,387	49,536	33,821	1,936	153,811	262,456	41,987	36,030	3,217
Aug. 29	1,178,754	883,738	2,166,733	269,362	277,365	13,533	1,208,157	1,208,157	2,957,739	330,163	353,706	306,871
Bangor & Aroostook	Aug. 602	509,686	60,362	596,571	216,442	181,497	7,545	224,859	470,501	20,962	45,191	55,915
Aug. 602	7,627,189	405,709	8,268,238	1,794,175	1,440,030	61,294	2,472,896	6,084,562	1,048,354	1,119,392	521,476	521,476
Bessemer & Lake Erie	Aug. 214	2,576,574	1,411	2,598,075	157,408	453,444	17,818	484,016	1,159,097	696,371	993,348	992,548
Aug. 214	14,682,824	12,599	14,818,686	1,133,708	3,557,750	83,720	13,915	3,223,891	5,520,251	3,552,608	5,084,693	2,203,932
Boston & Maine	Aug. 1,762	4,828,188	1,616,855	7,016,922	1,013,818	1,057,579	100,674	2,955,148	6,581,616	505,448	780,052	780,052
Aug. 1,762	39,320,901	10,360,140	54,698,619	8,927,134	8,447,026	797,600	22,689,704	43,138,777	5,411,240	3,893,358	1,725,642	1,725,642
Burlington-Rock Island	Aug. 228	297,210	61,611	402,681	47,214	23,511	4,126	143,489	236,556	10,630	102,171	18,532
Aug. 228	1,966,176	321,278	2,617,804	325,138	311,181	33,248	1,159,289	1,969,451	85,014	153,114	159,402	159,402
Cambria & Indiana	Aug. 35	146,039	.....	24,288	8,918	8,918	125,445	70,382	49,909	70,382	49,909	82,358
Aug. 35	1,071,868	.....	1,072,377	106,913	723,118	723,118	173,697	1,071,319	444,632	289,086	422,555	422,555
Canadian Pacific Lines in Maine	Aug. 234	194,121	47,372	274,396	65,024	60,857	7,445	128,340	273,483	913	72,305	53,279
Aug. 234	3,284,743	301,736	3,781,418	602,384	576,254	55,587	1,497,654	2,826,617	74,8	954,801	153,568	257,96
Canadian Pacific Lines in Vermont	Aug. 90	127,302	32,461	181,171	37,331	28,298	5,194	126,893	20,534	17,735	81,966	22,757
Aug. 90	1,095,601	149,053	1,399,815	339,287	231,689	38,138	1,087,277	1,744,940	124.7	—	819,007	929,338
Central of Georgia	Aug. 1,816	2,027,782	293,509	2,514,496	375,590	404,723	98,528	1,311,755	2,334,005	241,621	16,482	285,171
Aug. 1,816	17,217,222	1,975,318	21,135,864	3,577,420	3,651,420	782,246	10,468,246	19,682,482	93.1	4,533,382	403,392	297,507
Central of New Jersey	Aug. 418	2,504,849	587,616	3,290,666	440,969	496,625	48,758	1,621,472	2,767,424	419,696	166,085	43,091
Aug. 419	18,337,185	3,860,571	24,645,074	3,324,121	4,270,269	401,425	12,623,071	21,919,345	88.9	3,064,724	2,527,314	1,440,475
Central of Pennsylvania	Aug. 213	1,486,474	21,074	1,529,073	116,400	268,364	21,385	486,212	930,026	73,476	747,076	290,928
Aug. 213	11,471,040	152,230	11,863,056	1,015,036	2,177,498	173,134	3,843,090	73,325,891	529,312	531,628	631,444	631,444
Central of Vermont	Aug. 422	606,000	138,000	808,987	149,552	113,709	32,449	184,478	52,386	88,138	106,243	106,243
Aug. 422	5,174,000	664,000	6,332,201	1,055,803	1,071,002	95,052	2,680,748	5,163,282	420,458	354,958	486,887	486,887
Chesapeake & Ohio	Aug. 5,054	26,069,542	1,356,783	28,906,862	3,888,494	4,592,193	643,017	9,640,312	19,780,716	4,314,616	4,959,107	5,502,159
Aug. 5,054	184,694,675	8,116,245	202,117,746	27,833,120	35,377,173	4,573,077	70,200,301	55,963,863	28,273,806	29,896,433	20,842,567	20,842,567
Chicago & Eastern Illinois	Aug. 910	1,750,123	403,670	2,361,363	295,702	414,255	73,454	998,329	1,912,809	448,554	105,372	46,541
Aug. 910	13,911,765	2,617,248	18,369,852	2,559,702	3,510,802	616,254	8,092,617	15,752,713	85.8	2,617,139	1,343,100	1,302,011
Chicago & Illinois Midland	Aug. 131	669,827	1,120	719,088	84,328	111,970	22,182	176,263	425,454	223,634	174,083	112,061
Aug. 131	4,865,815	7,866	5,164,732	709,542	925,881	184,968	1,377,628	3,438,620	773,438	947,335	947,335	947,335
Chicago & North Western	Aug. 8,064	11,315,705	2,603,300	15,538,119	2,279,172	2,595,206	299,319	6,472,675	12,418,711	1,321,975	1,130,115	2,450,943
Aug. 8,064	84,295,415	16,475,526	113,145,229	17,435,307	21,808,806	2,196,095	49,723,610	8,998,285	16,737,721	8,998,285	5,025,003	3,717,989
Chicago, Burlington & Quincy	Aug. 8,860	16,516,992	2,008,014	20,218,093	2,586,904	3,238,858	418,381	6,457,134	12,441,046	3,435,438	3,843,016	3,193,191
Aug. 8,860	114,644,301	11,840,552	138,887,515	19,803,507	18,237,721	4,761,006	93,361,222	45,526,293	21,901,837	20,691,872	18,176,723	18,176,723
Chicago Great Western	Aug. 1,500	2,344,574	86,010	2,620,645	428,211	342,545	78,963	1,125,834	2,066,351	96,263	277,041	228,876
Aug. 1,500	17,489,109	656,156	19,675,646	3,010,315	2,736,218	622,426	8,889,863	3,746,336	1,095,707	1,194,509	347,466	347,466
Chicago, Indianapolis & Louisville	Aug. 541	1,085,508	87,442	1,250,419	133,250	176,488	66,950	525,377	997,353	82,964	75,840	34,186
Aug. 541	8,585,625	523,415	9,728,027	1,943,789	1,436,323	455,757	4,105,170	4,305,247	630,987	317,598	516,229	516,229
Chicago, Milwaukee, St. Paul & Pacific	Aug. 10,683	15,530,783	2,234,901	19,717,881	3,597,912	3,017,719	387,867	8,154,521	16,033,413	1,758,000	1,364,738	1,968,729
Aug. 10,727	117,546,516	14,270,370	146,171,058	25,397,739	23,411,018	3,065,715	60,967,785	119,319,331	26,851,727	13,062,000	9,642,944	4,787,929
Chicago, Rock Island & Pacific	Aug. 7,650	13,202,392	2,106,456	16,440,206	2,237,230	2,121,427	403,024	5,610,492	11,165,212	1,907,947	2,532,699	2,021,595
Aug. 7,650	93,525,581	15,203,356	117,478,608	14,758,608	18,588,827	3,181,662	44,173,085	86,099,677	11,282,298	14,377,999	11,049,535	11,049,535
Chicago, St. Paul, Minn. & Omaha	Aug. 1,616	2,143,164	338,402	2,715,016	401,908	432,917	53,636	1,201,446	2,207,212	202,729	187,412	356,199
Aug. 1,616	16,258,987	1,796,649	19,852,248	2,931,242	3,379,280	408,062	9,338,464	16,898,034	1,538,059	541,897	1,092,784	1,092,784
Clinchfield	Aug. 317	1,394,496	7,598	1,414,308	110,801	236,635	25,426	385,101	786,330	181,207	563,096	483,527
Aug. 308	11,321,247	54,229	11,477,103	913,983	1,8							

REVENUES AND EXPENSES OF RAILWAYS

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1947—CONTINUED

Name of road	Av. mileage operated during period	Operating revenues				Operating expenses				Operating ratio	Net from railway operation	Net railway operating income	
		Freight	Passenger	Total	(inc. misc.)	Way and structures	Traffic	Portation	Total			1947	1946
Clinchfield	1,616	16,258,987	1,796,649	18,552,248	2,931,242	3,379,280	408,062	9,358,464	16,898,034	85.1	2,938,214	1,538,059	341,697
Aug.	317	1,394,496	7,598	1,414,308	110,801	336,635	29,426	395,101	786,330	55.6	627,978	181,207	483,527
Aug.	308	11,321,247	54,229	11,477,103	1,859,583	2,271,710	3,032,364	6,236,155	5,240,948	55.3	5,240,948	1,195,435	2,626,332
Colorado & Southern	745	9,910,094	1,333,614	11,414,872	1,600,516	1,722,728	221,568	4,447,612	850,578	74.5	291,294	\$160,378	\$115,313
Aug.	748	6,078,853	822,817	7,631,907	1,288,263	1,411,105	173,366	3,246,615	6,510,033	85.4	1,112,844	796,312	232,529
Aug.	902	1,329,240	243,208	1,663,469	176,161	157,255	37,098	469,601	908,625	54.6	754,844	398,292	69,421
Aug.	902	7,778,696	1,235,494	9,729,124	1,199,523	1,285,381	271,334	3,382,513	6,647,374	68.3	3,081,750	1,160,240	538,175
Colorado & Wyoming	42	129,075	198,278	13,899	16,473	127,066	142	62,943	100,065	50.7	98,213	48,076	16,767
Aug.	42	754,834	1,296,931	83,112	48,076	750,636	6,620	48,076	750,636	57.8	292,413	292,413	168,783
Aug.	168	105,271	5,444	118,722	30,529	26,379	4,832	43,588	119,646	100.8	—924	10,122	7,430
Aug.	168	975,294	25,569	1,080,382	329,006	207,180	40,249	450,093	1,151,209	106.6	—70,827	105,529	46,325
Delaware & Hudson	794	3,840,252	296,464	4,278,199	585,734	905,680	59,555	1,650,538	3,359,369	78.5	918,830	497,682	421,787
Aug.	794	31,874,274	1,623,888	34,580,365	4,253,579	7,325,270	474,155	13,136,748	26,404,388	81.7	8,175,977	4,265,990	3,917,162
Aug.	973	5,287,011	941,219	6,816,150	883,330	1,046,195	126,242	2,961,281	5,233,442	76.4	1,582,708	743,667	614,339
Aug.	973	41,320,025	6,778,768	52,663,335	6,450,657	8,410,258	1,046,890	23,687,522	41,280,923	78.4	11,382,442	5,290,057	2,323,975
Denver & Rio Grande Western	2,467	4,783,327	362,617	5,362,280	673,051	875,316	145,133	1,872,407	3,806,222	71.0	1,556,058	595,809	1,033,328
Aug.	2,467	32,627,818	2,244,821	36,523,855	4,740,819	7,976,408	1,038,232	13,537,168	28,520,026	78.1	8,003,829	3,822,783	4,708,667
Aug.	230	138,689	2,656	150,890	30,226	21,168	1,577	31,573	90,251	59.8	60,639	35,285	49,818
Aug.	230	1,030,366	14,648	1,139,436	239,170	123,334	9,805	260,602	679,566	59.6	459,870	174,383	251,751
Detroit & Toledo Shore Line	50	389,911	393,059	47,959	30,023	30,023	10,882	126,325	224,969	57.2	168,090	50,158	55,847
Aug.	50	3,686,643	3,703,428	357,485	293,346	89,741	1,092,717	1,913,801	1,913,801	51.7	1,789,627	558,814	610,840
Aug.	464	917,464	1,147	964,241	119,646	159,644	20,081	262,224	592,939	61.5	371,312	205,345	243,514
Aug.	464	8,349,343	7,729	8,720,213	968,837	1,297,335	151,701	2,255,023	4,926,885	56.5	3,793,328	1,532,873	993,175
Duluth, Missabe & Iron Range	547	4,846,670	5,322	5,668,361	477,377	392,985	10,375	1,250,812	2,191,905	38.7	3,476,456	1,552,727	1,926,212
Aug.	547	21,841,072	24,630	25,468,318	3,271,592	3,189,046	56,370	6,410,591	13,331,272	52.3	12,137,046	5,596,928	6,495,664
Aug.	175	2,284,000	3,600	295,300	59,991	23,953	113,933	205,330	205,330	69.5	89,970	26,630	22,219
Aug.	175	2,284,000	14,600	2,339,500	446,219	286,593	23,940	943,522	1,745,639	74.6	593,861	205,397	129,185
Elgin, Joliet & Eastern	391	2,655,447	18	3,154,060	270,129	444,178	22,336	1,204,116	2,036,115	64.6	1,117,945	420,078	454,477
Aug.	391	21,199,183	59	25,153,049	1,818,666	3,463,767	168,434	9,684,888	15,826,794	62.9	9,326,255	3,705,863	3,684,588
Aug.	2,229	11,225,960	757,870	12,252,669	1,590,895	2,152,600	276,151	5,590,507	10,190,380	79.5	2,632,289	1,149,329	942,537
Aug.	2,229	86,562,206	4,786,928	98,057,828	11,060,184	17,426,239	2,121,766	42,922,666	78,040,617	79.6	20,017,211	8,806,028	7,023,324
Florida East Coast	575	1,094,125	449,313	1,692,747	398,951	64,520	689,976	1,791,846	1,791,846	105.9	—99,099	155,854	308,988
Aug.	615	11,205,027	5,644,468	18,574,547	3,613,751	3,089,632	477,289	6,980,676	15,472,302	83.3	3,102,245	1,315,822	898,765
Aug.	328	543,880	42,321	623,811	83,788	93,784	26,953	309,911	541,185	86.8	82,626	52,378	46,076
Aug.	328	4,596,833	240,434	5,180,960	694,711	845,110	212,250	2,566,890	4,515,625	87.2	663,335	44,029	428,412
Georgia & Florida	408	265,710	3,106	273,853	61,804	24,403	12,392	101,250	208,847	76.3	65,006	17,240	33,502
Aug.	408	1,676,565	19,261	1,743,687	445,830	226,948	97,047	716,047	1,556,703	89.3	186,984	130,023	34,167
Aug.	972	3,530,000	286,000	4,069,000	689,251	703,577	97,047	1,683,574	3,264,937	80.2	804,063	258,043	425,065
Aug.	972	26,001,000	1,538,000	29,621,000	4,392,844	4,839,426	404,114	13,028,476	23,685,867	90.0	5,935,133	2,042,704	2,704,241
Canadian Nat'l Lines in New England	172	179,000	32,000	223,200	36,045	36,045	3,362	101,721	217,234	97.3	5,966	25,558	—48,460
Aug.	172	1,199,000	108,400	1,401,600	485,029	278,321	3,362	855,997	1,712,598	122.2	—310,998	204,464	—76,001
Aug.	8,333	14,109,675	1,400,887	17,082,391	2,702,635	2,355,694	287,488	5,858,334	11,811,997	69.1	5,270,394	2,329,226	3,692,610
Aug.	8,333	99,913,342	8,763,059	118,577,109	20,992,176	20,703,132	2,493,041	42,639,838	91,327,923	77.0	27,249,186	14,521,554	12,213,823
Green Bay & Western	234	241,544	43	247,414	88,817	30,066	17,041	90,036	239,138	96.7	8,276	27,933	—32,697
Aug.	234	2,001,421	313	2,004,771	492,058	218,448	115,023	664,716	1,588,974	77.6	458,997	251,640	113,890
Aug.	2,904	5,012,915	684,504	6,103,390	1,081,279	1,024,390	194,444	1,932,741	4,527,257	74.2	1,576,133	645,049	169,303
Aug.	2,904	39,369,602	4,556,614	47,454,851	8,098,341	7,884,325	1,548,896	15,408,420	35,556,698	74.9	11,898,153	4,369,517	4,642,511
Illinois Central (System)	6,581	15,618,978	2,650,776	20,141,195	3,324,333	3,610,169	330,286	7,085,193	15,269,846	75.8	4,871,349	2,570,265	1,854,495
Aug.	6,582	125,064,702	16,826,690	157,648,157	25,344,157	27,510,698	2,785,848	55,851,522	118,322,706	75.1	39,325,451	19,959,603	10,058,170
Aug.	474	785,590	139,925	1,041,341	128,359	135,298	26,996	360,496	672,646	64.6	368,695	158,292	108,314
Aug.	476	5,825,590	1,032,535	7,639,543	985,517	988,931	212,178	2,731,842	5,182,495	67.8	2,457,048	1,070,589	1,222,529
Kansas City Southern	890	2,599,671	135,867	2,767,739	303,223	398,926	79,485	885,933	1,783,770	59.9	1,192,969	334,000	493,681
Aug.	890	20,270,195	792,106	22,871,987	2,529,096	2,974,693	586,690	6,891,326	13,870,880	60.7	9,001,107	3,050,000	4,597,506
Aug.	328	392,527	1,418	397,520	70,146	39,245	14,155	110,744	251,402	63.2	146,118	54,618	52,702
Aug.	328	3,253,849	9,777	3,294,180	357,508	254,136	112,798	907,760	1,755,297	53.3	1,538,883	584,527	450,256
Lake Superior & Ishpeming	156	385,235	91	491,047	44,843	35,417	1,700	97,122	186,918	38.1	304,129	135,052	146,911
Aug.	156	1,900,607	704	2,363,207	314,110	309,940	12,253	552,515	1,255,869	53.1	1,107,338	575,782	24,903
Aug.	96	2,184,846	.....	2,184,846	28,603	28,603	7,180	76,781	173,910	71.8	46,790	21,865	6,717
Aug.	96	2,008,572	.....	2,008,572	349,619	279,248	55,821	692,315	1,439,784	78.4	576,267	236,374	162,218
Leligh & New England	193	691,021	.....	696,907	59,799	90,186	9,879	209,287	391,718	56.2	305,189	135,725	168,309
Aug.	193	4,508,317	.....	4,558,266	656,616	755,696	82,147	1,468,547	3,047,137	66.8	1,511,129	750,266	868,807
Aug.	1,252	5,397,698	431,114	6,215,445	822,437	947,954	133,470	2,856,499	4,794,438	79.7	1,259,205	479,438	630,008
Aug.	1,253	41,590,775	3,063,165	47,815,346	6,334,341	7,880,257	1,035,230	22,066,635	39,225,770	82.0	8,589,576	3,732,994	2,762,002
Louisiana & Arkansas	756	1,314,585	89,654	1,457,341	142,987	142,987	41,295	453,672	867,624	59.5	589,717	246,795	218,904
Aug.	756	9,716,731	389,225	10,515,021	1,474,505	1,122,978	313,656	3,260,720	6,521,134	62.0	3,993,893	1,693,969	1,561,624

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1947—CONTINUED

Name of road	Av. mileage operated during period	Operating revenues				Operating expenses				Operating ratio	Net from operation		Net railway income
		Freight	Passenger	Total	(inc. misc.)	Way and structures	Traffic	Portation	Total		operation	tax-accruals	
Louisville & Nashville	Aug. 4,766	\$12,857,439	\$1,653,293	\$15,333,550	\$2,104,568	\$3,439,270	\$260,688	\$6,422,253	\$12,793,858	83.4	\$2,539,692	\$1,981,545	\$1,996,272
8 mos.	4,768	12,860,389	1,653,293	15,333,550	2,104,568	3,439,270	260,688	6,422,253	12,793,858	83.4	2,539,692	1,981,545	1,996,272
Maine Central	Aug. 988	105,000,389	10,382,092	115,382,481	16,748,365	25,339,319	2,171,528	50,959,046	100,225,321	81.6	22,925,523	15,983,757	10,940,204
8 mos.	988	105,000,389	10,382,092	115,382,481	16,748,365	25,339,319	2,171,528	50,959,046	100,225,321	81.6	22,925,523	15,983,757	10,940,204
Midland Valley	Aug. 334	12,756,242	1,682,087	14,438,329	2,572,112	2,606,407	135,357	5,955,006	11,781,070	76.3	3,629,445	1,670,922	1,422,214
8 mos.	334	12,756,242	1,682,087	14,438,329	2,572,112	2,606,407	135,357	5,955,006	11,781,070	76.3	3,629,445	1,670,922	1,422,214
Minneapolis & St. Louis	Aug. 1,408	1,427,214	11	1,427,225	41,912	19,513	3,137	39,259	120,222	78.7	32,538	14,933	13,532
8 mos.	1,408	1,427,214	11	1,427,225	41,912	19,513	3,137	39,259	120,222	78.7	32,538	14,933	13,532
Minneapolis & St. Louis	Aug. 1,408	1,427,214	11	1,427,225	41,912	19,513	3,137	39,259	120,222	78.7	32,538	14,933	13,532
8 mos.	1,408	1,427,214	11	1,427,225	41,912	19,513	3,137	39,259	120,222	78.7	32,538	14,933	13,532
Minneapolis, St. Paul & S. Marie	Aug. 3,224	2,231,373	198,944	2,430,317	526,535	480,430	55,798	1,171,898	2,347,712	89.4	276,899	231,595	68,464
8 mos.	3,224	2,231,373	198,944	2,430,317	526,535	480,430	55,798	1,171,898	2,347,712	89.4	276,899	231,595	68,464
Duluth, South Shore & Atlantic	Aug. 3,224	16,456,709	1,078,361	17,535,070	3,908,175	3,425,672	431,429	8,503,131	17,140,362	88.6	2,211,869	1,690,660	443,572
8 mos.	3,224	16,456,709	1,078,361	17,535,070	3,908,175	3,425,672	431,429	8,503,131	17,140,362	88.6	2,211,869	1,690,660	443,572
Spokane International	Aug. 152	162,082	1,889	172,989	40,577	18,833	3,593	59,216	129,997	75.2	42,992	17,691	12,855
8 mos.	152	162,082	1,889	172,989	40,577	18,833	3,593	59,216	129,997	75.2	42,992	17,691	12,855
Mississippi Central	Aug. 148	1,134,193	—	1,134,193	1,165,606	290,179	84,050	296,217	804,408	74.2	301,198	98,704	102,064
8 mos.	148	1,134,193	—	1,134,193	1,165,606	290,179	84,050	296,217	804,408	74.2	301,198	98,704	102,064
Missouri & Arkansas	Aug. 365	—	7,456	7,456	7,970	3,603	—	588	14,659	100.0	—	—	—
8 mos.	365	—	7,456	7,456	7,970	3,603	—	588	14,659	100.0	—	—	—
Missouri-Illinois	Aug. 172	356,364	426	356,790	64,377	26,038	5,467	127,804	244,082	58.0	1,089,270	47,302	43,759
8 mos.	172	356,364	426	356,790	64,377	26,038	5,467	127,804	244,082	58.0	1,089,270	47,302	43,759
Missouri-Kansas-Texas Lines	Aug. 3,253	5,446,516	423,094	5,869,610	902,626	810,999	200,900	3,122,322	4,464,778	70.3	1,888,057	815,559	736,809
8 mos.	3,253	5,446,516	423,094	5,869,610	902,626	810,999	200,900	3,122,322	4,464,778	70.3	1,888,057	815,559	736,809
Missouri Pacific	Aug. 7,027	14,785,087	1,494,791	16,279,878	2,625,219	2,919,197	368,523	6,463,219	12,913,888	73.9	4,579,825	1,559,058	3,020,767
8 mos.	7,027	14,785,087	1,494,791	16,279,878	2,625,219	2,919,197	368,523	6,463,219	12,913,888	73.9	4,579,825	1,559,058	3,020,767
Gulf Coast Lines	Aug. 1,734	2,607,293	104,946	2,712,239	528,236	405,383	67,293	1,026,224	2,137,468	74.8	720,005	210,258	335,375
8 mos.	1,734	2,607,293	104,946	2,712,239	528,236	405,383	67,293	1,026,224	2,137,468	74.8	720,005	210,258	335,375
International-Great Northern	Aug. 1,110	1,345,091	1,808,845	3,153,936	3,495,664	3,007,973	362,107	4,446,702	16,264,610	84.5	2,976,014	1,052,702	719,629
8 mos.	1,110	1,345,091	1,808,845	3,153,936	3,495,664	3,007,973	362,107	4,446,702	16,264,610	84.5	2,976,014	1,052,702	719,629
Monongahela	Aug. 170	648,061	1,831	649,892	74,435	60,883	871	182,972	323,204	49.4	330,834	98,273	122,016
8 mos.	170	648,061	1,831	649,892	74,435	60,883	871	182,972	323,204	49.4	330,834	98,273	122,016
Montour	Aug. 51	2,083,293	—	2,083,293	2,097,318	188,906	8,406	709,977	1,481,112	70.7	614,206	448,218	516,257
8 mos.	51	2,083,293	—	2,083,293	2,097,318	188,906	8,406	709,977	1,481,112	70.7	614,206	448,218	516,257
Nashville, Chattanooga & St. Louis	Aug. 1,052	2,041,950	204,613	2,246,563	456,050	471,389	90,008	1,046,535	2,174,571	89.8	245,967	209,935	25,539
8 mos.	1,052	2,041,950	204,613	2,246,563	456,050	471,389	90,008	1,046,535	2,174,571	89.8	245,967	209,935	25,539
New York Central	Aug. 10,746	39,895,582	12,596,869	52,492,451	8,490,147	11,505,772	903,171	24,819,435	47,223,222	83.1	8,243,984	4,723,922	2,503,961
8 mos.	10,746	39,895,582	12,596,869	52,492,451	8,490,147	11,505,772	903,171	24,819,435	47,223,222	83.1	8,243,984	4,723,922	2,503,961
Pittsburgh & Lake Erie	Aug. 223	3,120,850	119,055	3,239,905	411,013	770,476	56,898	1,184,598	2,564,660	75.8	816,932	596,791	380,158
8 mos.	223	3,120,850	119,055	3,239,905	411,013	770,476	56,898	1,184,598	2,564,660	75.8	816,932	596,791	380,158
New York, Chicago & St. Louis	Aug. 1,687	57,163,589	1,047,324	58,210,913	59,632,077	9,899,960	1,433,344	22,613,372	43,599,890	73.1	16,032,187	6,374,537	6,383,625
8 mos.	1,687	57,163,589	1,047,324	58,210,913	59,632,077	9,899,960	1,433,344	22,613,372	43,599,890	73.1	16,032,187	6,374,537	6,383,625
New York, New Haven & Hartford	Aug. 1,843	6,561,317	5,440,122	11,001,439	1,803,988	1,815,538	226,140	5,451,886	10,182,138	77.7	2,920,866	1,015,000	944,923
8 mos.	1,843	6,561,317	5,440,122	11,001,439	1,803,988	1,815,538	226,140	5,451,886	10,182,138	77.7	2,920,866	1,015,000	944,923
New York Connecting	Aug. 21	138,848	—	138,848	170,974	79,609	13,911	49,292	144,863	80.7	25,349	7,320,000	3,980,252
8 mos.	21	138,848	—	138,848	170,974	79,609	13,911	49,292	144,863	80.7	25,349	7,320,000	3,980,252
New York, Ontario & Western	Aug. 547	667,283	26,529	693,812	163,156	118,078	22,099	386,739	718,058	96.5	25,702	53,648	—
8 mos.	547	667,283	26,529	693,812	163,156	118,078	22,099	386,739	718,058	96.5	25,702	53,648	—
New York, Susquehanna & Western	Aug. 120	280,272	35,211	315,483	34,612	41,487	4,869	151,304	181,136	78.4	706,150	275,632	166,708
8 mos.	120	280,272	35,211	315,483	34,612	41,487	4,869	151,304	181,136	78.4	706,150	275,632	166,708
Norfolk & Western	Aug. 2,130	13,506,355	656,793	14,163,148	1,751,703	2,395,563	224,167	4,174,265	8,955,586	60.8	5,767,701	2,957,012	3,514,714
8 mos.	2,130	13,506,355	656,793	14,163,148	1,751,703	2,395,563	224,167	4,174,265	8,955,586	60.8	5,767,701	2,957,012	3,514,714
Norfolk Southern	Aug. 727	670,318	4,493,204	5,163,522	13,323,327	20,437,659	1,793,020	31,365,768	70,268,337	65.7	36,710,871	20,584,687	23,538,581
8 mos.	727	670,318	4,493,204	5,163,522	13,323,327	20,437,659	1,793,020	31,365,768	70,268,337	65.7	36,710,871	20,584,687	23,538,581
Northern Pacific	Aug. 6,919	9,928,018	763,463	10,691,481	1,169,002	2,223,808	257,353	4,105,528	9,412,703	80.5	2,277,299	1,169,419	1,455,757
8 mos.	6,919	9,928,018	763,463	10,691,481	1,169,002	2,223,808	257,353	4,105,528	9,412,703	80.5	2,277,299	1,169,419	1,455,757
Northwestern Pacific	Aug. 331	614,723	10,859	625,582	13,212	68,438	4,369	292,348	507,806	77.6	1,011,168	301,272	431,722
8 mos.	331	614,723	10,859	625,582	13,212	68,438	4,369	292,348	507,806	77.6	1,011,168	301,272	431,722
Oklahoma City-Ada-Tulsa	Aug. 132	60,967	—	60,967	16,161	3,682	1,103	19,914	43,511	69.9	18,708	5,157	3,225
8 mos.	132	60,967	—	60,967	16,161	3,682	1,103	19,914	43,511	69.9	18,708	5,157	3,225
Pennsylvania	Aug. 10,116	57,542,009	14,585,376	72,127,385	9,809,141	15,861,342	1,179,894	35,627,348	65,330,341	83.4	12,988,953	5,457,832	6,893,685
8 mos.	10,116	57,542,009	14,585,376	72,127,385	9,809,141	15,861,342	1,179,894	35,627,348	65,330,341	83.4	12,988,953	5,457,832	6,893,685
Long Island	Aug. 376	1,176,373	3,339,245	4,515,618	532,266	658,489	19,732	2,099,756	3,383,098	72.1	1,312,102	473,164	565,767
8 mos.	376	1,176,373	3,339,245	4,515,618	532,266	658,489	19,732	2,099,756	3,383,098	72.1	1,312,102	473,164	565,767

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1947—CONTINUED

Name of road	Av. mileage operated during period	Operating revenues				Operating expenses				Operating ratio	Net from operation		Net railway income
		Freight	Passenger	Total	(inc. misc.)	Way and structures	Traffic	Portation	Total		operation	tax-accruals	
Louisville & Nashville	Aug. 4,766	\$12,857,439	\$1,653,293	\$15,333,550	\$2,104,568	\$3,439,270	\$260,688	\$6,422,253	\$12,793,858	83.4	\$2,539,692	\$1,981,545	\$1,996,272
8 mos.	4,768	12,860,389	1,653,293	15,333,550	2,104,568	3,439,270	260,688	6,422,253	12,793,858	83.4	2,539,692	1,981,545	1,996,272
Maine Central	Aug. 988	105,0	10,000	110,000	10,000	10,000	10,000	10,000	10,000	100.0	0	0	0

REVENUES AND EXPENSES OF RAILWAYS											
MONTH OF AUGUST AND EIGHT MONTHS OF CALENDAR YEAR 1947—CONTINUED											
Name of road	Operating period	Operating revenues			Maintenance of way and equipment		Operating expenses		Operating ratio	Net from railway operation	Net railway operating income
		Freight	Passenger (inc. misc.)	Total	Way and structures	Equip-ment	Traffic	Trans-portion			
Pennsylvania-Reading Seashore Lines	Aug. 8 mos.	\$509,684	\$1,065,821	\$1,619,111	\$184,785	\$104,754	\$11,208	\$696,689	63.0	\$598,295	\$147
Pittsburgh & Shawmut	Aug. 8 mos.	3,745,098	3,964,988	8,004,012	1,487,131	903,990	81,192	4,508,892	89.8	817,408	191,177
Pittsburgh & West Virginia	Aug. 8 mos.	1,624,814	.....	1,631,488	277,068	235,878	2,653	56,652	63.5	75,151	—
Reading	Aug. 8 mos.	566,592	.....	592,610	89,601	110,882	34,715	151,279	65.2	567,431	191,739
Richmond, Fredericksburg & Potomac	Aug. 8 mos.	8,568,164	6,727,440	15,295,604	1,870,209	1,751,442	109,322	3,699,018	70.0	178,067	116,433
Rutland	Aug. 8 mos.	1,118,560	635,163	1,906,684	244,858	281,884	19,408	737,821	73.6	4,898,723	794,253
St. Louis-San Francisco	Aug. 8 mos.	9,761,480	5,042,485	16,415,125	1,774,355	2,252,151	137,758	6,451,141	78.9	2,062,372	1,017,120
St. Louis, San Francisco & Texas	Aug. 8 mos.	345,653	70,483	494,695	77,368	77,967	13,053	276,793	76.7	17,596,817	8,211,932
Seaboard Air Line	Aug. 8 mos.	7,411,335	713,829	8,743,736	1,268,101	1,407,015	203,967	3,557,062	102.7	—	11,419
Southern Railway	Aug. 8 mos.	1,106,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	70.2	1,922,306	922,829
Alabama Great Southern	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	80.0	13,216,649	6,285,136
Cinn., New Orleans & Texas Pacific	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	70.8	110,207	51,735
Georgia Southern & Florida	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	74.9	678,894	238,412
New Orleans & Northeastern	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	59.3	1,758,170	657,184
Southern Pacific	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	61.2	13,488,687	5,092,034
Texas & New Orleans	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	85.3	1,243,822	673,769
Spokane, Portland & Seattle	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	80.3	15,719,633	6,822,123
Tennessee Central	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	78.5	3,884,737	1,823,444
Texas & Pacific	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	77.9	32,064,287	15,494,844
Texas Mexican	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	76.3	319,852	230,343
Toledo, Peoria & Western	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	77.6	2,163,002	1,463,180
Union Pacific System	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	69.8	866,913	480,481
Utah	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	68.1	7,226,335	3,959,507
Virginian	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	90.2	4,375	33,148
Wabash	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	77.6	912,507	334,869
Ann Arbor	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	63.1	322,901	162,546
Western Maryland	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	60.4	2,697,726	1,224,775
Western Pacific	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	74.3	9,103,749	4,594,960
Wheeling & Lake Erie	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	76.2	64,358,131	32,536,643
Wisconsin Central	Aug. 8 mos.	1,016,831	1,017,031	2,105,356	447,974	34,841	14,169	1,633,657	68.7	3,001,009	1,247,396
									68.4	23,426,050	10,032,432
									78.7	37,784	159,742
									78.0	3,114,894	1,275,691
									92.9	23,399	15,346
									91.2	237,863	159,532
									75.0	1,406,306	452,101
									75.6	9,753,896	3,122,725
									56.4	107,721	30,639
									56.1	866,108	301,414
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
								
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GENERAL NEWS

(Continued from page 76)

Chicago Car Men Celebrate Fiftieth Anniversary

The Car Foremen's Association of Chicago celebrated the 50th anniversary of its founding at an annual meeting and ladies' night held October 10 in the grand ballroom of the LaSalle Hotel, Chicago. President L. W. Dobbins, division general car foreman of the New York Central, presided. There was a total attendance of about 1,000 members and guests.

At a short business meeting preceding the entertainment program the following officers were elected for the ensuing year:

president, C. L. Spees, mechanical department, Union Tank Car Company, Chicago; first vice-president, C. A. Mick, office manager, mechanical department, Chicago, Burlington & Quincy, Chicago; second vice-president, W. J. O'Brien, general car foreman, New York, Chicago & St. Louis, Chicago; treasurer, C. J. Nelson, superintendent of interchange, Chicago Car Interchange Bureau, Chicago; secretary, W. E. Angier, chief clerk, A.A.R. department, Chicago Burlington & Quincy, Chicago.

The board of directors elected includes: H. L. Hewing, district general car foreman, Chicago, Milwaukee, St. Paul & Pacific, Chicago; A. L. Miller, general car foreman, Wabash, Chicago; H. B. Atherton, car foreman, Chicago Great

Western, Chicago; A. H. Peterson, superintendent car department, Belt Railway of Chicago, Chicago; L. W. Dobbins, division general car foreman, New York Central, Chicago; L. W. Schollmeyer, assistant to chief maintenance officer, General American Transportation Corporation, Chicago; W. J. Demmert, sales representative, Griffin Wheel Company, Chicago; O. C. Heckart, sales representative, Cardwell Westinghouse Company, Chicago; R. A. Burke, purchasing agent, Mather Stock Car Company, Chicago; M. J. Mills, general car inspector, Pere Marquette, Wyoming, Mich.; H. B. Reed, superintendent yards, Pullman Company, Chicago; J. J. Root, Jr., vice-president, Union Tank Car Company, Chicago.

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August Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for August and this year's first eight months. The compilation, which is subject to revision, follows:

Item	Month of August		8 months ended with August	
	1947	1946	1947	1946
Number of train accidents*	1,436	1,474	11,160	10,198
Number of casualties in train, train-service and nontrain accidents:				
Trespassers:				
Killed	197	172	968	1,020
Injured	130	155	787	786
Passengers on trains:				
(a) In train accidents*				
Killed	255	186	1,030	1,084
Injured	255	186	1,030	1,084
(b) In train-service accidents				
Killed	2	2	23	33
Injured	309	343	1,926	1,996
Travelers not on trains:				
Killed	92	102	631	679
Injured	92	102	631	679
Employees on duty:				
Killed	59	64	496	435
Injured	3,208	3,563	24,204	25,646
All other nontrespassers:**				
Killed	131	140	1,286	1,283
Injured	484	521	4,289	4,260
Total—All classes of persons:				
Killed	389	381	2,812	2,829
Injured	4,478	4,870	32,867	34,451

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than \$150 to railway property.

** Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	102	120	1,158	1,170
Injured	249	310	2,599	2,699

September Employment

Railroad employment decreased 1.31 per cent—from 1,382,297 to 1,364,222—during the one-month period from mid-August to mid-September, but the mid-September total was 0.09 per cent above that of September, 1946, according to the preliminary summary prepared by the Bureau of Transport Economics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 130.5 for September, as compared with 132.7 for the

(Continued on page 98)



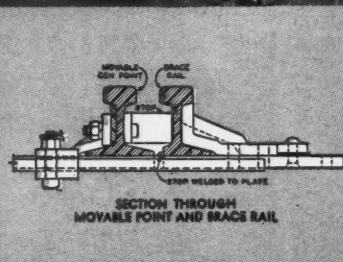
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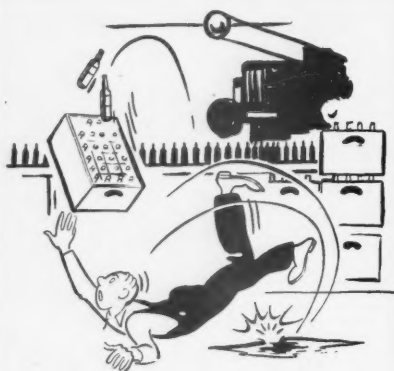
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(Continued from page 96)

previous month and 130.4 for September, 1946.

September employment was above that of the corresponding 1946 month in two groups, the increases being 2.12 per cent in the executives, officials and staff assistants category and 3.68 per cent in the maintenance of way and structures group. The decreases ranged from 0.53 per cent in the professional, clerical and general category to 2.28 per cent in transportation, other than train, engine and yard.

As compared with the previous month, the only increases were 0.13 per cent in transportation (train and engine service) and 0.18 per cent in the executives, officials

and staff assistants group. The decreases ranged from 0.08 per cent in transportation, other than train, engine and yard, to 4.96 per cent in the maintenance of way and structures category.

Roads Aid "Save Food" Plan

The Seaboard Air Line has announced immediate changes in its menus in support of President Truman's request to observe meatless Tuesdays and eggless and poultryless Thursdays. The Baltimore & Ohio, the Reading, the Missouri-Kansas-Texas and the Lehigh Valley also are among the roads that have announced their cooperation with the food conservation program.

Selected Income and Balance-Sheet Items of Class I Steam Railways

Compiled from 126 reports (Form IBS) representing 130 steam railways
(Switching and Terminal Companies Not Included)

Income Items	All Class I Railways			
	For the month of July		For the seven months of	
	1947	1946	1947	1946
1. Net railway operating income	\$60,958,447	\$63,029,672	\$429,381,440	\$217,792,256
2. Other income	16,589,285	15,553,057	114,808,941	106,923,457
3. Total income	77,547,732	78,582,729	544,190,381	324,715,713
4. Miscellaneous deductions from income	2,875,943	3,007,784	23,276,959	16,520,473
5. Income available for fixed charges	74,671,789	75,574,945	520,913,422	308,195,240
6. Fixed charges:				
6-01. Rent for leased roads and equipment	8,498,443	10,122,043	72,562,319	68,307,509
6-02. Interest deductions ¹	25,685,250	28,526,247	180,780,793	204,786,207
6-03. Other deductions	165,284	122,740	1,022,231	846,598
6-04. Total fixed charges	34,348,977	38,771,030	254,365,343	273,940,214
7. Income after fixed charges	40,322,812	36,803,915	266,548,079	34,255,026
8. Contingent charges	3,297,828	3,723,071	24,506,289	22,534,954
9. Net income ²	37,024,984	33,080,844	242,041,790	11,720,072
10. Depreciation (way and structures and equipment)	29,444,900	28,460,541	204,700,292	198,957,591
11. Amortization of defense projects	1,346,250	954,867	9,466,445	4,872,643
12. Federal income taxes	21,322,717	12,006,575	165,234,606	24,368,080
13. Dividend appropriations:				
On common stock	3,524,813	3,080,449	74,050,798	86,763,512
On preferred stock	1,365,765	935,075	23,610,311	26,127,870
Ratio of income to fixed charges (Item 5 ÷ 6-04)	2.17	1.95	2.05	1.13

Selected Asset and Liability Items	All Class I Railways	
	Balance at end of July	
	1947	1946
17. Expenditures (gross) for additions and betterments—Road	\$146,392,858	\$119,779,463
18. Expenditures (gross) for additions and betterments—Equipment	271,248,327	148,018,292
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	567,758,534	581,821,256
20. Other unadjusted debits	193,194,149	186,319,580
21. Cash	950,015,557	976,718,812
22. Temporary cash investments	964,253,268	1,223,107,363
23. Special deposits	155,393,115	177,042,043
24. Loans and bills receivable	5,590,372	417,674
25. Traffic and car-service balances—Dr.	46,461,247	47,029,908
26. Net balance receivable from agents and conductors	119,101,933	118,399,577
27. Miscellaneous accounts receivable	283,817,338	360,171,613
28. Materials and supplies	738,709,548	619,842,706
29. Interest and dividends receivable	13,711,958	17,859,835
30. Accrued accounts receivable	147,204,393	186,786,352
31. Other current assets	33,360,089	32,164,722
32. Total current assets (items 21 to 31)	3,457,618,814	3,759,540,705
40. Funded debt maturing within 6 months ³	83,946,284	85,080,187
41. Loans and bills payable	5,550,000	11,054,058
42. Traffic and car-service balances—Cr.	82,454,665	110,466,773
43. Audited accounts and wages payable	455,953,424	479,873,636
44. Miscellaneous accounts payable	226,785,182	181,496,424
45. Interest matured unpaid	39,432,300	44,708,640
46. Dividends matured unpaid	7,553,037	14,123,933
47. Unmatured interest accrued	60,352,231	59,217,944
48. Unmatured dividends declared	13,510,554	12,218,360
49. Accrued accounts payable	163,498,305	186,407,712
50. Taxes accrued	602,749,784	640,847,615
51. Other current liabilities	97,919,085	105,565,801
52. Total current liabilities (items 41 to 51)	1,755,758,567	1,845,980,896
53. Analysis of taxes accrued:		
U. S. Government taxes	456,748,102	494,164,432
Other than U. S. Government taxes	146,001,682	146,683,183
54. Other unadjusted credits	359,034,339	394,743,182

¹ Represents accruals, including the amount in default.

² After a deduction of \$490,818, taken out of operating revenues to create reserves for land grant deductions in dispute.

³ Includes payments of principal of long-term debt (other than long-term debt in default) which will become due within six months after close of month of report.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

Current Publications

Books

Mixed Train Daily; a Book of Short-Line Railroads, by Lucius Beebe, with photographs by C. M. Clegg, Jr., and the author, and six original oil paintings by Howard Fogg. 368 pages. Published by E. P. Dutton & Co. 300 Fourth ave., New York 10. Price, \$12.75.

Mr. Beebe and Mr. Clegg have again combined forces to produce what will undoubtedly become an important piece of railroading. Its subject matter embraces every narrow gage line now in operation in the United States, covers every section of the country, and includes over three hundred individual lines. It contains the stories of fairly well-known short lines such as the Virginia & Truckee, the St. Johnsbury & Lake Champlain and the narrow gage lines of Colorado, as well as briefer references to all the other short lines in the country. Its many illustrations will, no doubt, delight the hearts of all railroad fans and photographers. A ten-page glossary of railroad terms is included as well as an index to the railroads listed and the people connected with them.

Railroad Men and Wages, by J. Elmer Monroe. 155 pages, tables, charts. Available on request to Bureau of Railway Economics, Association of American Railroads, Transportation Building, Washington 6, D. C.

This is a resume of trends in employment and wages in the railroad industry and in other industries. It includes chapters on the organization of railroad employees, how they are paid, and general wage changes in the railroad industry since 1920. The text is accompanied by many tables which should be time-savers for those wishing to make comparisons of wage changes in the railroad industry over a period of years, and comparisons between the railroad industry and other industries.

PAMPHLETS

Joint Equipment Committee [Report on] Costs of Railroad Equipment and Machinery, August 1, 1947. 14 pages. Published by the Association of American Railroads, Finance, Accounting, Taxation & Valuation Department, 330 Transportation Building, Washington 6, D. C. Free.

The data on historical costs on locomotives and freight train cars, and on the average relationship of costs on various types of equipment and machinery are brought up to date in this pamphlet.

Tabulation of Statistics Pertaining to Signals, Interlocking, Automatic Train Control, Telegraph and Telephone for Transmission of Train Orders, and Spring Switches as Used on the Railroads of the United States, January 1, 1947. 43 pages. Compiled by the Bureau of Safety, Interstate Commerce Commission, Washington 25, D. C.

Statistics for individual railroads on the above-mentioned subjects are contained in this pamphlet.

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2.

Cannot fade... won't stain

Lumite's fresh, bright colors can *never* fade or run. Because it is woven of Dow's Saran, the color is IN the plastic filament itself. *Nothing* can stain it...neither dirt, dust, mud, ink, grease, chewing gum, food, lipstick nor any liquids.

4.

Pliable... fits snugly... ventilated

Lumite fabric "upholsters well"! It cannot ravel, sag or tear. There is no "cupping." It holds a snug fit on the seat...*permanently*! Because Lumite "breathes", it never becomes sticky in hot weather nor clammy in cold weather.

WRITE TO OUR DEPT. 8D—for free samples and descriptive literature. Our trained engineers will be glad to work with you on your special applications.

LUMITE
woven plastic fabrics

LUMITE DIVISION

CHICOPEE MANUFACTURING CORPORATION
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